

# THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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Buy and sell Western City and Coun-  
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This Bank, having reorganized as a National Bank  
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This Bank, organized under the general law of Con-  
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\$600,000

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Whether you wish to buy or sell, write to  
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No. 7 Wall Street, New York,

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**\$600,000**  
**South Carolina RR. Co.**

**7 PER CENT**

**FIRST MORTGAGE BONDS.**

**Principal due 1st January, 1888, and**  
**Coupons payable in New York**  
**1st January and**  
**1st July.**

These bonds are secured by mortgage in pursuance of a Deed executed on the 1st January, 1868, in which Henry Gordon, H. P. Walker and James M. Calver are named Trustees, being the only Mortgage Lien on the Railway and Rolling Stock of the Corporation, and are part of an issue made in conversion of Sterling Bonds, amounting to \$19,500 pounds sterling, being the equivalent in United States currency to about 3,100,000 dollars, and less than 13,000 dollars per mile, the length of Railway being 341 miles.

The Gross Receipts of the Company for 1870 amounted to \$1,468,340 53-100; Operating Expenses and Renewals, \$916,095 82, showing a Profit of \$552,244 71, or \$33,244 71 in excess of its annual interest of 7 per cent on \$5,000,000 First Mortgage Bonds.

The South Carolina Railway is one of the earliest built railways in the United States; its affairs have ever been managed with care and integrity, and the present condition of the property is that of complete restoration. We recommend to investors its Mortgage Bonds, with the assurance of their being a first-class security.

The above described Bonds are offered for sale by the undersigned at 87½ per cent.

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**HOME SECURITY S.**

**OFFICE OF**

**MEAD & CLARK,**  
**BANKERS, 141 BROADWAY**

The attention of Capitalists and Investors generally invited to the

**FIRST MORTGAGE**  
**OF THE**  
**7 Per Cent Gold Bonds**

**Walkill Valley Railway Company** which we offer for sale at 90 and accrued interest, currency. The Railway is situated on the left side of the Hudson River, and is now running for 20 mi to New Paltz, and is under contract to be working order to Kingston next fall. The bonds are a first-class investment, and we invite the closest investigation of them. The principal and interest are

**PAYABLE IN GOLD.**

The coupons are paid semi-annually in this city, on the first days of April and October, free of government tax; and the issue of bonds is limited to \$20,000 per mile of completed road. Any information concerning them

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**Leonard, Sheldon & Foster**  
**BANKERS,**  
**No. 10 Wall Street.**

Buy and sell Government, State, Railroad and other desirable securities, making liberal advances on same, allow interest on deposits, deal in commercial paper, furnish to travellers and others Letters of Credit current in the principal cities in Europe.

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# THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 13.

SATURDAY, SEPTEMBER 23, 1871.

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## The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued on Saturday morning, with the latest news up to midnight of Friday.

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A neat file for holding current numbers of the CHRONICLE is sold at the office for 50 cents. Volumes bound for subscribers at \$1 25. The first and second volumes of the CHRONICLE are wanted by the publishers.

### CHRONICLE EXTRA.—NEW TABLES OF STOCKS AND BONDS.

The publishers of THE CHRONICLE take pleasure in announcing to their subscribers that they have now in preparation and will soon publish entirely new tables of State securities, City securities, and railroad and miscellaneous stocks and bonds. These tables will be much more complete than any that have ever before been published, and will contain many details of information, which dealers and investors have hitherto been unable to obtain without the greatest trouble.

A very important feature will be the column for "remarks," in which we propose to state briefly such facts of recent date in regard to States, Cities or Companies, as every person interested in their finances desires to know, but which could never be given in the old inflexible, shape, to which stock and bond lists have always heretofore been limited.

We are well aware that the whole value of our tables depends upon their correctness, and while we shall spare neither labor nor expense to have them always kept accurate, we would esteem it a great favor if our readers would invariably give us notice of any inaccuracy which they may discover, in regard to those particular stocks and bonds with which they are most familiar.

As the new tables will occupy about fourteen pages, and as it is particularly desirable for subscribers to have them all together in the same number of THE CHRONICLE, we shall publish them once a month, and add for that purpose a supplement of eight pages to our regular issue, which will be stitched in with the other pages. This change in publishing the table pages will give us during three weeks of the month more space for editorial and other valuable matter, which we can assure our readers will be used to the best advantage.

## THE BANK OF ENGLAND AND THE RATE OF INTEREST.

For the first time in several months the movements of the Bank of England have produced a sensible effect on our money market here. On Thursday that institution advanced its rate from two to three per cent, as was anticipated a day or two earlier. The consequence was immediately felt in the hardening of the foreign exchange market; and other circumstances being favorable, the influence soon reached the loan market, and caused an increased activity of money at the highest legal rates of interest. Subsequently some accession of ease was developed by the heavy disbursements of currency from the Sub-Treasury in payment for the bonds purchased for the Sinking Fund, and by the report that further disbursements of currency will be made. But we are at that season of the year when high rates of interest having once been established, will generally continue to sustain themselves, and will resist successfully all ordinary attempts to put them down. It may safely be concluded, therefore, that we are at the end of the 2 to 3 per cent plethoric money market which has recently prevailed, and that a state of things more healthy, less stimulative of speculation, and more satisfactory both to conservative borrowers and to ordinary lenders, will be established with some permanence.

At first sight it might seem that this movement in the money market, being artificial, can not sustain itself; and the rapid advance from 3 per cent to 6 and 7 per cent, certainly indicates the probability that some artificial attempts were made by the tight-money men who have been so busy and so unsuccessful of late. Their efforts have also been seconded by the bears in gold, who were naturally anxious to lessen the facilities of their opponents for carrying large amounts of coin at low rates of interest. But as we showed last week there was not much need of these artificial stimulants to put up the rate of money, as the surplus of loanable funds is growing smaller, while the demand is increasing. On this account, and because of the diminishing reserves of the banks, some persons have argued that we may expect a sensitive spasmodic money market, with occasional accessions of sudden jerky fits of stringency.

We have discussed similar predictions of late with some care, because of the importance to the commercial community at the present critical period of the year that the money market should be without such disturbance. We need only show briefly now, therefore, that the indications are rather increasing that have induced us to predict a season of moderate ease. What, for example, are the needful conditions for an easy money market? They are three: First, there must be an adequate supply of capital floating in the reservoir of the loan market. Secondly, its owners must have confidence to lend that capital to those who wish to borrow it. And thirdly, the currency machinery of the country must



be liable to no sudden contraction, locking up, or other manipulation which might paralyze its movements or disturb its standard of value. About the first two of these conditions there is no question. There is abundance of capital awaiting investment, and the streams of loanable funds from domestic sources are swelled and augmented by copious supplies from abroad. The rise in the Bank of England rate to 3 per cent is not sufficient to attract these foreign funds home, for they can earn more lucrative returns here, whether employed on call in the loan market or invested in some of the numerous eligible securities which are offering. It has, indeed, been claimed that these securities which are so rapidly absorbing capital are in danger of depleting to an inordinately low level the reservoir of loanable funds. As yet, however, there does not seem to be sufficient proof of the allegation.

Secondly, as to the public confidence, which is also an essential condition of easy money. This condition is present in its most favorable degree. There is both an absence of that depression which prevailed during a part of Mr. McCulloch's administration, and was so pernicious to business; and there are also no symptoms of that overweening reckless confidence and speculative fever which are so often the harbingers of panic.

The only remaining direction in which to look for causes of tight money is in the currency. Here, indeed, there has been some apprehension. Mr. Boutwell, during the summer months, allowed his currency balance to run so low that he has been tempted to lock up greenbacks till his balance is now some 20 millions, 14 millions of which are in the Sub-Treasury here. Such an amount of currency can be easily spared from the current of the circulation in summer. Business would then be all the better for the depletion. But during those months the Treasury, instead of absorbing currency, poured it out as copiously as possible. Little harm was done however. But it had been better if the Treasury had hoarded it and locked it up in reserve. For this absorption of greenbacks would have given Mr. Boutwell the proper power to restore the elasticity of the currency, and to enable its volume to expand itself responsively to the demands of business and the growth of the fall trade. On this account it would have been an advantage if we had a larger amount of greenbacks just now to let out of the Treasury. But the present is the time for this idle reserve of currency to leave the Treasury and return to activity and usefulness in the channels of the circulation. This condition being fulfilled, the desired ease and steady movement of the money market may apparently be counted on for some time to come.

#### THE SCARCITY OF CASH GOLD AND ITS REMEDY.

It has frequently been suggested to the successive Secretaries of the Treasury that they would do well to visit New York more frequently, so as to see and hear for themselves the real position of affairs, especially at critical emergencies. Mr. Boutwell, we fear, does not approve of this suggestion, after the experience he had during his brief visit here on Thursday, when he was beset with a multitude of advisers, each having his own panacea for the financial maladies of the time, and each claiming with more or less sincerity to be actuated by the most patriotic and disinterested motives in his suggestions volunteered for the reform of the financial policy of the Treasury. With his usual reticence the Secretary left his tormentors uncertain as to the force of their arguments in producing conviction, and has preferred to have his plans inferred from his acts rather than from his words. One thing, however, is certain. Mr. Boutwell is now disposed to regard more favorably the representations

of those who urge upon him to increase his sales of gold. In so doing he is but applying a remedy to an evil which could have been prevented. This evil is the withdrawal of gold from the market and locking it up in the Treasury, as has been practised for several weeks past. Now no principle is better established than that at this time of the year, gold cannot be spared from the market, and hoarded in the Treasury vaults without embarrassment. There are two reasons for this. First, the amount of available coin floating in the market is small and barely adequate to the functions it has to perform, and there is a clique of speculators eagerly watching an opportunity of making gain by creating an artificial scarcity, and charging heavy rates for loans of cash gold. Secondly, there has for some time been growing up among us a change in the methods of doing business; an increasing aggregate of transactions being conducted on the basis of coin, so that there is scarcely a prominent bank in this city that has not been discounting gold notes, and keeping gold accounts with certain classes of its dealers. The growth of this business was so rapid and so general that the use of gold as a currency was increasing in a very gratifying manner. The advantage of this coin basis for business was so obvious that every care should have been taken to foster it and to avoid its discouragement. In consequence of the scarcity of coin, however, which has been developed during the past few weeks, the banks have curtailed or withdrawn the facilities for doing this gold business, and gold notes can not be discounted as usual. In elucidation of the mischief thus caused we are pointed to the fact that within a few days a cargo of tea offered for sale "for gold" was withdrawn because not a single bid could be got, as the purchasers would have been liable to pay a ruinous rate of usury for the use of the coin. When it is said that Mr. Boutwell is responsible in part for this scarcity, what is meant is this, that scarcity would not have occurred he had let out his gold from the Treasury as fast as he received it in payment of Customs duties. This he could easily have done; and having failed heretofore in this duty, he ought to use his best endeavors to remedy the evil he has allowed to grow up.

Such is, in brief, the argument to which, as we intimated a fortnight ago, Mr. Boutwell is listening with deliberate attention. But if, as is popularly charged, one of his constitutional defects is to deliberate too long and to act too timidly, it is evident that he has overcome his hesitancy. What he will now do is sufficiently evident from the sale of four extra millions of gold on Thursday in addition to the sale of two extra millions last week. Being thus committed to a new policy, Mr. Boutwell has two alternatives from which to choose. He can either sell his gold for currency, and with that currency buy bonds promiscuously as he is now doing; or he can offer to receive the "noticed" bonds and to pay for them in gold on presentation. The latter alternative is the one we have been inclined to favor for this reason besides others, that the limited gold balance now in the Treasury should not be recklessly depleted in the purchase of promiscuous bonds when there are 100 millions which are liable to be presented for payment so early as the beginning of next December. If the Treasury were not liable to this vast call for gold in exchange for Five Twenties, even then the balance of coin could not be allowed to fall much below where it is. Much less should this coin balance be depleted when the redemption of the bonds is so near. Suppose, moreover, the foreign Syndicate should prove unable to fulfill their contract—a contingency which, with the bonds one or two per cent below par, is quite conceivable—who would relieve the Treasury from its obligation to pay for the noticed bonds in gold at par, and how could the funds for the redemption be raised? If, then, there is no other motive

for redeeming the "noticed" bonds in preference to buying other bonds, this single reason ought to be enough, that for every million of the "noticed" bonds which is paid off the Secretary lightens his load of maturing promises to pay, and saves a considerable sum in interest besides. We trust, therefore, the report is well founded that Mr. Boutwell will in a few days announce the redemption in coin at sight of all the noticed Five-Twenties which may be presented at the Treasury.

As to the absurd statement that the Secretary has entered upon a struggle with the gold gamblers, in which he is determined to win, such sensational utterances are worthless. Every tyro in Wall street knows that there are gold gamblers on the bear side of the gold speculation, and that if gold is put down by the Secretary's policy these bear speculators will gain, and he will thus help that section of the gold gamblers. What the Secretary has to do is to attend to his own business and manage the Treasury well, regardless whether the gold gamblers win or lose by what he does. He has injured the merchants and done mischief to commerce if he has made gold scarce. He must lose no time to correct this evil which is so pernicious to our foreign exchanges. Let him loose from the Treasury the gold which has been imprisoned and kept idle there, and let him do this either by the purchase of promiscuous bonds or by the redemption of "noticed" bonds, as he may deem best for the interests of the government, the good of the people, and the convenience of business.

#### THE LAST NAPOLEONIC IDEA.

On Monday was consummated the last great work of Louis Napoleon, in the formal opening of the Mont Cenis tunnel, which is the longest subterranean continuous railroad in the world. It extends 13,382 yards, or 12,236 metres from its French exit at Fourneaux to its Italian entrance at Bardonnèche. This last-named village is about twenty miles from Susa, where the Turin railway commences. These twenty miles are covered with a connecting road at the Italian end of the tunnel, and there will soon be a continuous railway from Calais to Brindisi; as on the French side of the Alps, railroads have been constructed and are approaching completion to connect the tunnel with the railroad system of France.

In designating this stupendous railroad achievement as a Napoleonic idea we do not imply that it was originated by the ex-Emperor, but that it owes to his patronage its early success. Ages ago the want of some adequate means of climbing the mountain barrier which shuts in the rich valleys and fertile lands of Italy from the commercial activity of the rest of Europe, stimulated human exertion; and this, especially, as in that path lay the best routes to Egypt and the Orient. The slope of moderately low land near the seashore offered, it is true, a practicable road from Southern France to Northern Italy. But this was of little use to the commerce of other parts of Europe situated north of the Alps, and developing an increasing trade from age to age with the Mediterranean and the South. Hence the growth of commerce compelled the climbing of the Alps, which have long been traversed by pack-horses and carriage roads running through the passes between the loftier peaks; and such of these as are suitable will perhaps hereafter have each its own railroad. For the railway systems of France, Switzerland and Bavaria, as well as those of the Tyrol, Austria and Italy touch with their network the foot-hills of the Alps on every side, and already a three-rail road forty-eight miles long climbs the Mont Cenis pass from St. Michel on the French side to Susa on the Italian slope of the mountains in six hours. Of this and other similar projected roads we shall have something to say hereafter. We only

remark now that its gradients average 1 in 25, while some parts of it are as steep as 1 in 12, which grades are conclusive against ordinary locomotive travel and necessitate a central rail. It is a narrow gauge track, which is laid on the old coach road over the mountain.

This "Mount Cenis summit railroad," as it is called, is a subsidiary scheme, completed in 1868, and had its origin as a temporary experiment after the tunnel had long been begun, and when it seemed as if that work would require many years to excavate. It was in the year 1852 that the Chevalier Mans published the first prospectus for tunneling the Alps, with a view to connect the French railways with those of Savoy. No special surveys had then been made, and his object was not so much to construct the road as to bring into notice a machine he had invented for piercing the hard and impenetrable quartz rocks which would be met with in the course of so long an excavation. In 1856 another tunneling machine was tried at Geneva, invented by the combined efforts of Grandis, Grattoni, and Sommeiller. The tunnel had already been determined on, and the project only waited for a fit machine for its construction. The Geneva excavator was tried and was deemed successful, so that the work was at once begun, Napoleon and the Italian government agreeing to share the expense. The shortest and most practicable cut was found to be some miles to the southwest of the Mont Cenis pass. The French opening of the tunnel is 3,445 feet above the sea level, and the Italian mouth 4,225 feet. Hence there was an ascent of 780 feet to be provided for, and it was determined to make the tunnel in two inclines, each descending from a summit level near the centre, but with a sharper descent on the northern side.

This difficulty having been disposed of another more formidable presented itself. The height of the mountain towered over the tunnel in one place as much as 5,251 feet, and precluded the use of shafts, either for working or ventilation. Consequently the labor had to be done from both ends, so that the *debris* were to be removed, and the gaseous products of combustion from blasting got rid of through an opening, which, as the work advanced, was several miles from the spot where the workmen operated. To meet and conquer these obstacles which precluded steam as a motive power all former experience in constructing tunnels was of little value. When, however, M. Calladon's suggestion for using compressed air was adopted, and by an ingenious combination of mechanical inventions the falling waters of the Alpine passes were imprisoned to compress the air, the needful motive power was obtained. To render it practicable the air was conducted along vast tubes, and after doing its work escaped from its imprisonment, kept the atmosphere pure, and made existence in these vast cavernous depths easy for the human laborers whose toil it so much accelerated and diminished.

The tunnel is about 7.6 miles long, its gradients ascending for 5,583 yards on the French side and descending for 7,781 yards on the Italian side. The junction of the northern end of the tunnel with the French lines of railway was easy, and has almost been completed. At the Italian end of the tunnel over 20 miles of heavy engineering work were needful to construct a road, including gradients varying from 1 in 50 to 1 in 77. It has nineteen tunnels, fifteen costly railroads, and other extensive works.

It is, therefore, much to the credit of the Government of Victor Emmanuel that this road is quite complete at the Italian terminus; and as the missing link of the French road from St. Michel to Fourneaux is only ten miles, and will be finished in November, we shall then be able to make a continuous trip from Calais to Brindisi, whence the British mails are sent to the East Indies. The diversion of through traffic to Brindisi during the Franco-Prussian war, and the



apprehended injury to the commerce of Marseilles, which port long had a large share of the Indian trade, has caused some of the French railroad companies to regard with some jealousy the progress of the Mont Cenis tunnel and the development of the new route through Brindisi, from which port the Adriatic steamers can find a much shorter line of voyage to Alexandria than from Marseilles. These short-sighted corporations will, however, find that the danger of France from the resuscitation of the old prestige and predominance of the Adriatic ports is distant and problematical, while the present advantage to be secured by the inevitable stimulus of French commerce is immediate and sure.

From such jealousies the work of building the tunnel was opposed from the beginning, and it was not fairly begun to be excavated by machinery till the outbreak of our war in 1861. The tunnel is 26.3 feet wide and 19.7 feet high. Two thirds of the excavation were in schist; another section in limestone, more difficult to work; and the rest in very hard quartz, the cutting of which was the most formidable and costly task of all. Day and night for ten years have from 1,000 to 2,000 men and their machinery been at work, with very few intervals of cessation for repairs. Previous to 1861 the work was done by hand, and the slow progress made then can be compared with the rapid efficiency of the perfected machinery as shown in the following table of the progress of the work. The figures represent metres, of which ten are about equal to eleven yards:

	Italian end.	French end.	Tot'l.		Italian end.	French end.	Tot'l.
	Metres.	Metres.	Met's.		Metres.	Metres.	Met's.
1857-8	285	213	498	1863	426	376	802
1859	336	153	369	1864	621	367	1,088
1860	204	140	344	1865	764	458	1,222
1861	170	193	363	1866	813	212	1,025
1862	380	243	623	1867	825	687	1,512

During the subsequent years the figures are not so intelligibly reported, but on Jan. 1, 1870, 10,050 metres had been finished; in the following May nearly 11,370, and the whole length, 12,236 metres was pierced December last. The whole of the double track which the tunnel contains is now in working order, and the officers of the French and Italian governments passed through it in twenty minutes to perform the opening ceremonies. The usual time for traversing the tunnel is about forty minutes, and experience seems to show that the ventilation is good and that there is not the danger which was apprehended from mephitic gases and from unwholesome heat. The total cost of constructing the tunnel, with the laying of the double track of rails, is reported to be \$13,000,000.

There are two points in which this tunnel is well worthy of note. First, it marks an era in the building of tunnels and railroads. Henceforward neither steam nor other similar forces will be the sole motive powers to be relied on for tunnel building. They will have to yield in certain circumstances to compressed air. We learn that some imaginative genius, stimulated by the results thus achieved in the Alpine tunnel, has just tried to immortalize himself by proposing compressed air as a motive power on our Erie Canal. His plan is to conduct the air in tubes along the canal and compress it by power obtained from the Falls of Niagara. It is to be feared that we are far from the time of realizing so amazing an extension of the use of compressed air. Still what has been achieved is enough to excite our admiration of this new force which has been utilized and appropriated just at the culmination of this railroad building epoch in which we live. In other respects, however, the boring machines were extremely ingenious and effective. It is thus described:

"The machine weighed about 600 pounds, and bored a hole 14 inches in diameter and 3 feet deep in 20 minutes. Eleven of these machines were placed on a moveable support, and could be worked at almost any angle. Three or four large holes were bored in the center of the heading, and round these other holes of the ordinary

size, in all 80 holes. The large holes were only for the purpose of weakening the rock. The other holes were filled with explosive material, and were fired in succession and in detachments, beginning with those nearest the center, and working outward. The advanced heading was the only place where these machines were used; the enlargement of the tunnel to the full size, the building, &c., were all performed by manual labor. The space thus excavated in the rocky sides of the Alps fully admitted of four separate lines of rails to traverse the tunnel. The daily progress in the work, after some time, showed a gratifying improvement. From half a yard a day, at first, the progress increased to more than 10 feet per day. Each yard bored cost not less than \$1,000. The boring as described was repeated, yard by yard, until the entire eight miles was completed; the work becoming more arduous as the tunnel increased in length. Seventy yards of rock were displaced for every yard advanced, and this had to be removed to the mouth, while 25 cubic yards of masonry had to be built in the same yard of tunnel, with materials brought on the average more than 10 miles."

As to the benefit to France which this new route connecting the Cisalpine countries of Europe with those on the other side of the great mountain chain was intended by Louis Napoleon to produce, and how far this route with the Suez Canal were likely to revolutionize the commerce of the Old World, or establish the political influence of France in Egypt and the East, there is room for the most various opinions. The chief point of importance to us connects itself with the Eastern commerce which seems to be rapidly developing a tendency to take the American routes, notwithstanding all that the improved facilities in Europe can do to retain it in its old channels. This view of the subject must, however, be deferred till we treat of the other European routes of which we have spoken as projected or in progress.

#### DEBT OF NEW YORK CITY AND COUNTY.

Some light with regard to our city debt is gradually being furnished. The following statement is published by the Joint Committee of Supervisors, Aldermen and Citizens, who have made a partial examination of the accounts. The figures given include all funded and temporary debt September 14, 1871, but do not include any current accounts or claims against the city for materials, labor services, &c., the amount of which cannot be immediately determined, though it is believed it will not exceed three to five million dollars:

FIRST—FUNDED OR PERMANENT DEBT.			
City—payable from sinking fund.....	\$21,876,216	59	
County—payable from taxation.....	32,426,592	01	
City—payable from taxation.....	27,816,350	00	
SECOND—TEMPORARY DEBT.			
City—payable from assessments for opening and improving streets and Boulevards.....	\$11,824,500	00	
THIRD—REVENUE BONDS.			
City—payable from taxation in 1871.....	\$11,814,400	00	
County—payable from taxation in 1871.....	4,639,800	00	
County—special (see chap. 382 of laws of 1870)	6,342,000	00	\$116,709,853 51
Less amount of securities held by the Commissioners of the sinking fund.....	19,027,063	01	
Cash in hands of Chamberlain, belonging to sinking fund.....	395,270	47—	\$19,422,333 48
Total.....			\$97,287,525 08

The Commissioners of the Sinking Fund also hold \$1,322,603 79 of bonds and mortgages taken on account of property sold, which the Committee also examined, and which, as fast as paid, become the property of the Sinking Fund.

A comparison of the debt at several periods, and its increase year by year, may be seen in the following statement:

Description of Debt.	Jan. 1, 1869.	Jan. 1, 1870.	Jan. 1, 1871.	Sept. 14, '71.
Funded city debt.....	29,943,258 50	38,499,588 50	48,016,796 51	54,302,808 51
Funded county debt.....	14,518,800 00	18,359,321 42	20,981,350 00	27,816,350 00
Total funded debt.....	44,462,058 50	56,858,909 92	68,998,146 51	82,119,158 51
Less sinking fund.....	15,911,501 21	18,006,310 63	18,115,894 49	19,422,333 48
Funded, less sinking fund.....	28,550,557 29	38,852,599 29	50,882,252 02	62,696,825 03
Temporary city debt.....	3,155,972 30	6,768,572 30	10,525,100 00	11,824,500 00
City revenue bonds.....	1,544,900 00	1,544,100 00	3,080,000 00	11,814,400 00
County revenue bonds, &c.....	2,940,600 00	564,500 00	8,886,200 00	10,951,300 00
Total temporary debt.....	7,743,372 30	9,181,172 30	22,491,300 00	34,590,700 00

We divide the debt as above, since the temporary bonds are not actually a part of the debt, except in a certain contingency, and with certain qualifications. For instance, an obligation issued in anticipation of taxes to be received on



an assessment laid for opening a new street should not be included among the liabilities unless we put the assessment among the assets. So also the city and county revenue bonds, in anticipation of the yearly taxes, are very different from the permanent debt, if they are to be paid by those taxes when they come in, and if there is sufficient funds to carry on the government until the return of the usual period when similar bonds are issued for the next year. This is simply anticipating the year's income which is the way many city governments are accustomed to manage their affairs. Then, again, it is possible that in September this temporary loan is always larger than in January (when the taxes have mostly been paid in), so that the above comparison may not be a fair one. With these suggestions we give the following recapitulation of the above statement:

	Jan. 1, 1869.	Jan. 1, 1870.	Jan. 1, 1871.	Sept. 14, '71.
Total funded debt.....	41,462,058 50	56,858,879 92	68,998,146 51	82,119,158 51
Total temporary debt.....	7,743,372 30	9,181,72 30	22,491,300 00	34,590,700 00
Total temp'y & funded.....	32,305,430 80	66,040,602 22	91,489,446 51	116,709,858 51
Less sinking fund.....	15,911,501 21	18,006,310 63	18,115,891 49	19,422,333 48
Tot. less sinking fund.....	36,393,929 59	48,034,291 59	73,373,555 02	97,287,525 03

The above would suggest some points upon which more light is desirable from the committee.

1. Why has the sinking fund increased so slowly since January, 1870?

2. For what purpose has the funded debt been increased? It will be noticed that about ten to twelve millions has been added to it each year. Has this increase been for permanent improvements duly authorized, and therefore honest, or has it been illegally issued, or the proceeds improperly used after being obtained?

3. As to the floating debt, why is it so much larger than at any previous period given in above statement? To answer this point, let us have previous statements of debt in detail. It is possible that more streets and boulevards are being opened now than a year ago, and that the amount issued in anticipation of the assessments to be paid is therefore much larger. So also the suggestion made above may be correct, to wit: that there are always more of these temporary bonds in September than in January. Or on the other hand this increase may be simply a measure of the speculations which have been carried on by city officials. What the people desire, therefore, is more details in order that they may reach an intelligent conclusion with regard to the city credit.

As to the assets available, say before January 1, the Comptroller has the following (without selling any new bonds) as we gather from the remarks of Mr. Osborne, one of the committee at their meeting on Thursday. First, there was a cash balance of \$2,564,306.90. Second, there are the taxes, say \$23,000,000 less bonds issued in anticipation of them, and coming due before January 1. We suppose that there are always a certain amount of these bonds afloat. Last January there were about nine millions. If the same amount are out the coming January, the government could use of the taxes received before January 1 about 11 millions. Third, \$6,000,000 of gold bonds which have been sold, and are, we suppose, included in the debt statement, but which are still to be paid for at  $4\frac{1}{2}$  per cent premium. This statement, it strikes us, is much less unfavorable than anticipated.

#### THE POSITION OF THE MARKET FOR BREADSTUFFS.

One of those crises in the market for breadstuffs, to which it seems peculiarly exposed, and to which the CHRONICLE has frequently felt it a duty to call attention, has been reached within the past week; and the probable future of the market has become a question which should receive the close study, not only of commission houses and other parties

directly engaged in moving the new crop, but of bankers and capitalists who may have advanced the necessary funds for that purpose.

The season thus far has been one of surprises. The fluctuations in prices have been extreme and unlooked for. In the first place, crops in the west of Europe indicated a greater deficiency than was predicted by the most determined croakers; and our supply of old wheat proved to be much more nearly exhausted than was generally anticipated. These facts, of course, tended to enhance prices; but on the other hand, and tending in the opposite direction, our supplies of wheat from the new crop, especially of winter growth, have exceeded all anticipations, and there has been a great advance in freights, both domestic and foreign. It will not be surprising, therefore, in view of our large crop and higher freights, that notwithstanding the indications of a free and continued export demand, prices have not shown an advance of more than fifteen per cent from the lowest point touched in the panic which took place the last week of July. For six weeks ending Sept. 9th, the receipts at the western markets were as follows, compared with the corresponding period of last year:

RECEIPTS AT WESTERN MARKETS FOR SIX WEEKS.			
	1871	1870	Increase.
Flour..... bbls.	806,034	684,103	121,936
Wheat..... bush.	9,819,606	8,376,874	1,442,732
Corn..... bush.	8,715,841	3,804,519	4,907,322
Oats..... bush.	6,603,707	5,213,178	1,390,529
Barley..... bush.	1,319,006	1,107,102	211,904
Rye..... bush.	744,945	343,810	401,135
Total grain..... bush.	27,193,145	18,849,503	8,343,642

Here we have an increase in the receipts of grain of nearly fifty per cent. It is true that this is largely made up of Indian corn, but that is an article which, in the general matter of freights, and in the trade with the British Provinces, comes in direct competition with wheat and flour. There has been some improvement in the export of wheat, but a large falling off in the export of flour, so that in the aggregate there has been no increase in the export movement, except of corn, and even of this great staple shipments have not been sufficiently liberal to prevent stocks accumulating somewhat, as will be seen by the following statement:

VISIBLE SUPPLY OF GRAIN AT THE RESPECTIVE DATES.			
	July 29, '71.	Sept. 9, '71.	Increase.
Wheat..... bush.	4,509,875	6,892,023	2,382,148
Corn..... bush.	7,801,748	8,700,390	898,642
Oats..... bush.	1,355,338	5,047,792	3,749,454
Barley..... bush.	112,691	1,102,059	989,368
Total..... bush.	13,679,642	21,699,264	8,019,622

The increase in the visible supply of wheat is the more significant when we consider the fact that it has taken place in the face of a pressing export demand, and before the new spring wheat began to come forward in any considerable quantities. The magnitude of the new crop of winter wheat is thus clearly demonstrated.

Is it not evident, from the few facts which we have here thrown together, that bankers, and commission merchants, and warehousemen, and managers of lines of transportation, are to have their resources and energies taxed to the utmost during the remainder of the season of inland navigation? Is it not obvious that their true policy is to promote the delivery, as rapidly as possible, of our surplus products to the great distributing markets on the Atlantic coast and in Europe? In fact, is there not much danger in fostering a speculative feeling which shall induce premature accumulations in the great markets of the West? It would appear that Europe has in a measure recovered from its alarm lest its supplies of breadstuffs should prove to be deficient, and the markets there, are now in such position as will permit them to reduce their orders upon us, should prices be forced up against them. It seems plain, therefore, that the true policy will be found in marketing our surplus products of cereals

as rapidly as possible. A considerable accumulation will be inevitable at the best, and it will require great activity in all branches of the trade, to prevent an aggregation of supplies that may prove burdensome if not disastrous.

#### CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks since the 14th of September, 1871. These weekly changes are furnished by, and published in accordance with, an arrangement made with the Comptroller of the Currency:

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
New York—	The Vilas National Bank.	The National Bank of Redemption, Boston, approved.
Plattsburg—	Bank.	Boston, approved.
Pennsylvania—	The First National Bank.	The Third National Bank of New York, approved.
Clearfield—	Bank.	York, approved.
Massachusetts—	The Franklin County National Bank.	The National Bank of the Commonwealth of Boston, approved.
Greenfield—	Bank.	Boston, approved.
North Carolina—	The Merchants' and Farmers' National Bank.	The Fourth National Bank of New York, approved in place of the National Park Bank of New York.
Charlotte—	Bank.	York, approved in place of the National Park Bank of New York.
Tennessee—	The National Bank of Franklin.	The Importers and Traders' National Bank of New York, approved.
Franklin—	Bank.	York, approved.
Michigan—	The First National Bank.	The Fourth National Bank of New York and the Commercial National Bank of Chicago, approved in place of the First National Bank of Washington, D. C.
Grand Haven—	Bank.	Chicago, approved.
Illinois—	The First National Bank.	The National Bank of Commerce of Chicago, approved.
Mason City—	Bank.	Chicago, approved.
Illinois—	The National Bank.	The Mercantile National Bank of New York, approved.
Chicago—	Bank.	York, approved.
Illinois—	The First National Bank.	The Commercial National Bank of Chicago, approved.
Marseilles—	Bank.	Chicago, approved.

#### New National Banks.

The following is a list of the National Banks organized since the 14th of September, 1871:

- Official No.  
 1,878—The Meridian National Bank of Indianapolis, Indiana. Authorized capital, \$300,000; paid in capital, \$100,000. John H. Farquhar, President; —, Cashier. Authorized to commence business Sept. 16, 1871.  
 1,879—The Citizen's National Bank of Peru, Indiana. Authorized capital, \$100,000; paid in capital, \$50,000. Darin C. Darrow, President; M. S. Robinson, Cashier. Authorized to commence business Sept. 16, 1871.  
 1,880—The First National Bank of Tama City, Iowa. Authorized capital, \$50,000; paid in capital, \$50,000. B. A. Hall, President; G. H. Warren, Cashier. Authorized to commence business Sept. 19, 1871.  
 1,881—The Dixon National Bank at Dixon, Illinois. Authorized capital, \$100,000; paid in capital, \$50,000. Henry B. Jenks, President; Henry S. Lucas, Cashier. Authorized to commence business Sept. 19, 1871.  
 1,882—The Win County National Bank of Joliet, Illinois. Authorized capital, \$100,000; paid in capital, \$50,000. Calvin Knowlton, President; Geo. P. Jones, Cashier. Authorized to commence business Sept. 20, 1871.  
 1,883—The National Bank of Piedmont, West Virginia. Authorized capital, \$50,000; paid in capital, \$50,000. H. G. Davis, President; C. B. McCandlish, Cashier. Authorized to commence business Sept. 21, 1871.

#### Latest Monetary and Commercial English News

#### RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON— SEPTEMBER 8.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam	short.	11.17½@11.17½	Sept. 7.	short.	11.16½
Antwerp	3 months.	11.18½@11.19	"	"	25.30
Hamburg	"	13. 9 @13. 9½	"	3 mos.	13.6½
Paris	"	25.70 @25.75	"	"	25.45
Vienna	short.	25.42½@25.52½	"	"	"
Berlin	3 months.	12.20 @12.25	Sept. 7.	3 mos.	6.19
Frankfort	"	6.21½@6.22	"	short.	1.7
St. Petersburg	"	117½@117½	"	3 mos.	32½
Cadiz	"	31½@31½	"	"	"
Lisbon	90 days.	49½@49½	"	"	"
Milan	3 months.	53 @53½	"	"	"
Genoa	"	27.15 @27.30	"	"	"
Naples	"	"	"	"	"
New York	"	"	Sept. 8.	60 days.	108½
Jamaica	"	"	"	"	"
Havana	"	"	"	"	"
Rio de Janeiro	"	"	Aug. 19.	90 days.	24¼@24½
Bahia	"	"	Aug. 16.	"	24
Valparaiso	"	"	July 14.	"	23½@24
Pernambuco	"	"	Aug. 11.	"	"
Singapore	60 days.	4s. 5d.	"	"	"
Hong Kong	"	4s. 5d.	Aug. 19.	"	6.0½
Ceylon	"	3 per cent. dis.	"	"	"
Bombay	"	1s. 10½d.	Sept. 4.	6 mos.	1s. 11 8-16@11½d.
Madras	"	"	"	"	"
Calcutta	"	"	Aug. 31.	6 mos.	1s. 11½d.
Sydney	30 days.	½ per cent. dis.	"	"	"

[From our own correspondent.]

LONDON, Saturday, Sept. 8.

With the reopening of the Autumn trade, it becomes extremely desirable to watch the changes in the Bank of England return, and to arrive at some conclusion regarding the probable course of the money market. As the buoyancy lately apparent in stocks has for some time past been caused by the great abundance of idle capital, and as very large "bull" accounts have been opened in railway and foreign stocks, speculators are becoming somewhat anxious in their desire to ascertain when the inauguration

of an upward movement in the rates of discount will take place. That they should be so is very natural, not only for the sake of closing their accounts, which have been opened for a rise, but at the same time to change their tactics and sell for a fall in prices. This becomes the more important since many think that when money shall commence to rise, the upward movement—say to four per cent—may be rapid, for a general desire will be evinced to call in much of the money which has been advanced to speculators, while, at the same time, it may very probably be discovered that the supply in the discount market has been greatly diminished in consequence of its absorption by new foreign loans, and by the new companies which have during the present year been introduced to the public. The Bank of England, however, is still in a strong position, but its strength has been considerably diminished since the close of July, when its resources were unprecedentedly large. The following figures show the extent to which the bullion and reserve of the Bank have been reduced since July 28:

	Bullion.	Reserve.
July 28	£27,441,441	£17,410,171
September 6	24,816,585	14,727,040
Decrease	£2,624,856	£2,683,131

This reduction is considerable, as it averages about £400,000 a week, and which, if proceeded with, would quickly reduce the financial position of the Bank from one of strength to weakness. In those weeks, however, two circumstances substantially affected the position of the Bank, viz: the withdrawal of gold from Berlin and the harvest requirements. The withdrawals from Germany have recently ceased, but the requirements of agriculturists and tourists continue to absorb a large supply of notes and coin, which is not likely to be returned until the early part of next month. With regard to the probable bullion movements, between England, France and Germany, it is to be borne in mind that as a large amount of the indemnity money has yet to be paid, and that a large amount of bills in London is now held by the German authorities, which will mature within the next two months, it is more than probable that our bullion market may be again disturbed by heavy withdrawals of gold from the Bank. The North German loans, however, for £6,000,000 raised in this country will be paid off before the Spring returns, and this amount would materially assist in checking an undue rise in the rates of discount. New loans, new companies, and an unusually active trade must, however, have their effect, and for this reason dearer—but not dear—money is looked forward to before the end of the year. An improvement from legitimate causes would be a relief after so long a period of a melancholy two per cent.

The Board of Trade returns, which have been published this week, are of a remarkably favorable character; the leading fact to be gathered from them is that trade in manufactured goods on the Continent is at length resuming its wonted activity. Owing chiefly to the demand for France, Holland & Germany, the exports of cotton yarn in the first seven months of the year were as much as 10,000,000 lbs., as compared with 1870, while cotton piece goods show an increase of 17,000,000 lbs. The exports of woollen yarn have been augmented by 6,000,000 lbs.; of woollen cloth, by 1,600,000 yards; and of worsted stuffs, by 47,000,000 yards. Arising out of a similar inquiry, the exports of cotton and wool have been very considerable, as the following statement indicates:

	1869.	1870.	1871.
Exports of cotton in 8 months	1,533,563 cwt.	1,494,057	2,478,558
Exports of wool, foreign and colonial	68,805,735 lbs.	73,387,754	93,323,832
Exports of wool, English	8,060,828	6,259,964	7,859,919

The computed value of our imports in August was £29,003,027, against £24,902,194; and in the eight months, £215,510,494, against £188,230,539 in 1870.

With regard to our exports of British and Irish produce and manufactures to the United States during the first eight months of the year, the following are the particulars:

	1869.	1870.	1871.
Alkali	cwt.	1,623,654	1,184,385
Beer and ale	bbbls.	14,115	16,997
Copper, wrought	cwt.	211	360
Cotton piece goods	yds.	80,887,616	80,056,205
Earthenware, &c.	value.	£198,690	463,423
Haberdashery and millinery	value.	£260,000	678,871
Iron, pig	tons.	89,704	75,061
Iron, bar, &c.	tons.	38,253	29,374
Iron, railroad, &c.	tons.	229,145	279,616
Hoops, sheets and boiler plates	tons.	22,896	26,473
Tin plates	cwt.	1,104,971	1,130,491
Iron, cast or wrought	tons.	6,719	6,497
Steel, unwrought	tons.	11,068	10,419
Lead, pig	tons.	3,062	6,704
Linen piece goods	yds.	72,118,528	68,829,926
Salt	tons.	118,930	95,430
Silk broad stuffs	yds.	298,823	429,698
Silk ribbons	value.	£7,651	12,811
Other articles of silk only	value.	£29,469	56,100
Silk manufactures mixed with other material	value.	£74,440	104,165
Spirits (British)	galls.	137,462	131,427



Tin, unwrought.....cwt.	13,122	22,937	14,722
Wool.....lbs.	2,221,311	1,032,803	811,086
Woolen cloth.....yds.	2,102,943	2,608,517	294,475
Worsted stuffs.....yds.	52,881,549	47,987,911	65,917,209
Carpets and druggets.....yds.	3,922,301	3,811,893	4,824,808

The demand for money is still very quiet, but without any actual change apparent; a slight tendency to improvement is noticed. The following are the quotations, compared with those of last year:

	1870.	1871.		1870.	1871.
Bank minimum.....	3% @ 2 @		4 months' b'k bills.....	3% @ 3% 1% @ 2%	
Open-market rates:			6 months' b'k bills.....	3% @ 4% 2% @ 3%	
30 and 60 days' bills.....	3% @ 3% 1% @		4 and 6 trade bills.....	4% @ 4% 3% @ 3%	
3 months' bills.....	3% @ 3% 1% @				

The rates of interest allowed by the joint stock banks and discount houses for deposits are subjoined:

	1870.	1871.
Joint stock banks.....	2% 1	
Discount houses at call.....	2% 1	
Discount houses with 7 days' notice.....	2% 1	
Discount houses with 14 days' notice.....	2% 1	

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English Wheat, the price of Middling Upland Cotton, and of No. 40 Mule Yarn, fair, second quality, compared with the four previous years:

	1867.	1868.	1869.	1870.	1871.
Circulation, including bank post bills.....	21,210,715	24,435,424	23,918,225	23,466,835	25,631,434
Public deposits.....	7,944,522	3,715,925	4,569,973	6,110,544	5,421,935
Other deposits.....	19,154,775	19,453,966	17,552,943	19,315,454	21,202,265
Government securities.....	12,855,272	13,730,131	14,332,928	13,483,861	13,708,368
Other securities.....	17,359,943	16,215,856	14,334,091	19,442,033	16,860,092
Reserve of notes and coin.....	15,629,237	11,860,193	12,271,155	12,529,894	14,727,040
Coin and bullion.....	24,348,532	20,736,148	20,602,050	20,996,669	21,816,585
Bank rate.....	2 p. c.	2 p. c.	2% p. c.	3% p. c.	2 p. c.
Price of wheat.....	68s. 5d.	55s. 3d.	51s. 11d.	49s. 1d.	57s. 2d.
Mid. Upland cotton.....	9% d.	10% d.	13% d.	9d.	9 11-16d.
No. 40 mule yarn.....	1s. 2d.	1s. 2% d.	1s. 4% d.	1s. 1% d.	1s. 1% d.

The following are the quotations at the leading continental cities:

	B'k rate 1870. 1871.	Op. m'kt 1870. 1871.		B'k rate 1870. 1871.	Op. m'kt 1870. 1871.
At Paris.....	6 5	6 4% 4%	At Turin.....	5 5	5 5
Vienna.....	5 5	5 5	Brussels.....	5 5	5 3%
Berlin.....	5 4	4% 3% 3%	Madrid.....	5 6	5 6
Frankfurt.....	3 4% 5	3% 3%	Hamburg.....	4 3	3-3%
Amsterdam.....	2% 5	2% 2%	St. Petersburg.....	8 8	6 7

There is a good demand for bills on Germany and Holland; but French bills are rather offered. The export inquiry for gold is sufficiently active to absorb all incoming supplies, and to necessitate some small withdrawals from the Bank. A further sum of £230,000 in sovereigns has also been taken out on account of the Argentine loan. The silver market remains firm, owing chiefly to the limited importations. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake:

	GOLD.	SILVER.
Bar Gold.....	per oz. standard. 77 8% @ 77 9%	per oz. standard. 5 0% @ 5 1%
Bar Gold, Refinable.....	per oz. standard. 77 11 @ 77 11	per oz. standard. 5 1% @ 5 1% 15-16
United States Gold Coin.....	per oz. standard. 76 3 @ 76 3	per oz. standard. 4 11 @ 4 11%
Bar Silver, Fine.....	per oz. standard—last price. 5 0% @ 5 0%	
Bar Silver, containing 5 grains Gold, per oz. standard.....	5 1% @ 5 1% 15-16	
Fine Cakes Silver.....	per oz. standard. no price.	
Mexican Dollars.....	per oz.—last price. 4 11 @ 4 11%	

In the Stock Exchange the possibility of dearer money, the difficulties which are said to exist between the French and Italian cabinets respecting the affairs of Rome, and the doubts which are entertained regarding the meeting of the German and Austrian Emperors at Gaslein and Salzburg, have had a somewhat depressing influence, and the realizations have been rather numerous. The great feature of the week is the success which has attended the introduction of the Spanish loan, it being understood that the total applications for £6,385,000 have been as much as £50,000,000. The scrip has been as high as 2% premium, but it is now less firm. Consols have been quite depressed; but Erie and Illinois Central railway shares are very firm. United States Government securities have ruled firm, and the new five per cent loan is at 1% discount to par. The following were the highest and lowest prices of Consols and the principal American securities on each day of the week:

	Monday.	Tues'd.	Wednes'd.	Thursd.	Friday.	Satur.
Consols.....	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%
U. S. 5-20's, 1882.....	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%
U. S. 5-20's, 1884.....	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%
U. S. 5-20's, 1885.....	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%
U. S. 5-20's, 1874.....	89 -91	89 -91	89 -91	89 -91	89 -91	89 -91
U. S. 5-20's, 1887.....	92% 92%	92% 92%	92% 92%	92% 92%	92% 92%	92% 92%
U. S. 10-40's, 1904.....	91 -91	90% 91%	91 -91	90% 91%	90% 91%	90% 91%
Atlantic & Gt. West. consol'd mort. bd's shares (\$100).....	42 -43	42 -43	42 -43	42 -43	42 -43	42 -43
Illinois shares (\$100).....	25% 26	26% 27	27 -27%	27% 27%	26% 26%	26% 26%
Illinois shares (\$100).....	109% 109%	109% 110	110 -110	110% 111%	111% 112	111% 111%

The Association of the Liverpool Corn Trade have published an estimate of the stock of grain, etc., in that port on the 31st ult

It comprises: wheat, 455,984 qrs.; barley, 3,038 qrs.; malt, 2,036 qrs.; oats, 11,045 qrs.; beans, 26,229 qrs.; peas, 5,271 qrs.; Indian corn, 66,373 qrs.; oatmeal, 3,793 loads; and flour, 60,145 sacks and 74,997 barrels.

The following return shows the imports and exports of wheat and other cereal produce into and from the United Kingdom, during the first week of the season, compared with the corresponding period last year:

	1870.	1871.
Wheat.....cwt.	1,111,099	39,141
Barley.....	14,059	40
Oats.....	314,393	699
Peas.....	6,379	45
Beans.....	15,064	40
Indian Corn.....	591,935	1,647
Flour.....	118,232	496

Messrs. Clews, Habicht & Co. have introduced a loan for \$1,400,000 for the State of Georgia, the price of issue being £175 10s. per £200 bond.

#### English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph, as shown in the following summary:

**London Money and Stock Market.**—The Bank rate of discount was advanced from 2 to 3 per cent during the past week. American securities close at a decline from last week's prices.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%
“ account.....	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%
U. S. 6s (5-20s), 1862.....	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%
“ old, 1865.....	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%	93% 93%
“ old, 1867.....	92% 92%	92% 92%	92% 92%	92% 92%	92% 92%	92% 92%
U. S. 10-40s.....	90% 90%	90% 90%	90% 90%	90% 90%	90% 90%	89% 89%

The daily closing quotations for United States 6s (1862) at Frankfurt were:

	95% 95%
Frankfurt.....	95% 95%

**Liverpool Cotton Market.**—See special report of cotton.

**Liverpool Breadstuffs Market.**—Flour, Winter and California wheat, corn, and oats have declined and peas have advanced.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (Western).....	24 0	24 0	24 0	24 0	23 0	23 0
Wheat (No. 2 Mid. Red).....	10 9	10 9	10 9	10 9	10 9	10 7
“ (Red Winter).....	11 6	11 6	11 5	11 5	11 4	11 0
“ (California White).....	12 9	12 9	12 8	12 8	12 6	12 4
Corn (W. m'd).....	32 0	32 0	32 0	32 0	32 0	32 6
Barley (Canadian).....	4 0	4 0	4 0	4 0	4 0	4 9
Oats (Am. & Can.).....	3 2	3 2	3 2	3 2	3 1	3 1
Peas (Canadian).....	40 0	40 0	40 6	40 6	40 6	40 0

**Liverpool Provisions Market.**—This market closes quiet, the prices of pork, bacon, and cheese showing an advance.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (ex. pr. mess).....	72 6	72 6	72 6	72 6	72 6	72 6
Pork (Ex. pr. mess).....	42 6	42 6	42 6	42 6	42 6	42 6
Bacon, Camb. cut.....	34 0	34 0	34 0	34 0	35 0	35 0
Lard (American).....	41 3	41 3	41 3	41 3	41 3	41 3
Cheese (fine).....	52 0	52 0	54 0	54 0	56 0	56 0

**Liverpool Produce Market.**—Common rosin and talow have advanced somewhat, otherwise prices are unchanged.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (com. Wilm.).....	8 9	8 9	8 9	8 9	8 9	8 9
“ (fine pale).....	19 6	19 6	19 6	19 6	19 6	19 6
Petroleum (std white).....	1 7	1 7	1 7	1 7	1 7	1 7
“ (spirits).....	10 10	10 10	10 10	10 10	10 10	10 10
Tallow (American).....	43 0	43 3	43 3	43 3	43 0	44 0

**London Produce and Oil Markets.**—Sugar has declined 1s., other prices remain the same.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Linseed oil (ob).....	10 10	10 10	10 10	10 10	10 10	10 10
Linseed (Calcutta).....	62 6	62 6	62 6	62 6	62 6	62 6
Sugar (No. 12 Dch std).....	35 6	35 6	35 6	35 6	35 6	35 6
Sperm oil.....	81 0	81 0	81 0	81 0	81 0	81 0
Whale oil.....	32 10	32 10	32 10	32 10	32 10	32 10
Linseed oil.....	34 0	34 0	34 0	35 15	35 15	35 15

#### COMMERCIAL AND MISCELLANEOUS NEWS.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports this week show an increase in dry goods and a decrease in general merchandise. The total imports amount to \$7,566,089 this week, against \$8,133,736 last week, and \$8,771,076 the previous week. The exports are \$4,228,364 this week, against \$4,403,807 last week, and \$4,894,046 the previous week. The exports of cotton the past week were 3,644 bales, against 7,924 bales last week. The following are the imports at New York for week ending (for dry goods) Sept. 15, and for the week ending for general merchandise Sept. 16.

	1868.	1869.	1870.	1871.
Dry goods.....	\$2,398,940	\$2,519,829	\$3,230,418	\$3,467,837
General merchandise.....	3,314,235	4,168,733	3,133,581	4,098,262
Total for the week.....	\$5,613,175	\$6,688,562	\$6,363,999	\$7,566,089
Previously reported.....	177,182,348	219,806,932	211,465,482	274,279,854
Since Jan. 1.....	\$182,795,533	\$236,495,494	\$217,819,481	\$281,845,943



In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending September 19:

## EXPORTS FROM NEW YORK FOR THE WEEK.

	1868.	1869.	1870.	1871.
For the week.....	\$2,509,006	\$3,752,261	\$3,137,927	\$4,228,364
Previously reported.....	117,695,765	134,120,941	127,221,436	164,228,013
Since Jan. 1.....	\$120,291,772	\$137,873,202	\$130,262,263	\$168,456,377
The following will show the exports of specie from the port of New York for the week ending September 16, 1871:				
Sept. 13—St. Cuba, Liverpool—				
Silver bars.....	\$155,817			
" 14—St. Hansa, Southampton—				
Mex. silver dollars..	46,150			
Mex. silver dollars..	6,300			
Foreign silver coin..	6,300			
" 14—St. Tybee, Porto Plata—				
American silver.....	272			
American silver.....	1,100			
" 15—St. Rising Star, La Union—				
American silver.....	25,000			
Total for the week.....				\$521,701
Previously reported.....				51,296,301
Total since Jan. 1, 1871.....				\$54,817,902
Same time in.....				
1870.....	\$47,419,404	1867.....	41,315,25	
1869.....	25,374,067	1866.....	53,540,758	
1868.....	65,352,056	1865.....	21,081,780	

The imports of specie at this port during the past week have been as follows:

Sept. 12—St. Henry Chauncey, Aspinwall—		Sept. 15—St. City of Merida, Vera Cruz—	
Silver.....	\$47,050	Silver.....	3,000
Gold.....	6,300	Gold.....	1,300
" 14—St. Morro Castle, Havana—		" 16—Sch. Ella, Iguazu—	
Gold.....	61,001	Silver.....	7,242
Total for the week.....			\$125,693
Previously reported.....			7,506,816
Total since January 1, 1871.....			\$7,632,509
Same time in.....			
1870.....	\$7,900,432	1868.....	\$5,749,719
1869.....	9,884,124	1867.....	2,417,026

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U. S. Treasurer in trust for National banks and balance in the Treasury:

Week ending	Circulation.	For U. S. Deposits.	Total.	(Bal. in Treasury.)	Coin certificates, outst'd.
Mar. 25.....	354,164,000	15,723,500	369,887,500	104,490,000	13,770,000
Apr. 1.....	354,625,250	15,723,500	370,348,750	.....	27,357,000
Apr. 8.....	355,152,450	15,833,500	370,985,950	.....	.....
Apr. 15.....	355,662,500	15,927,500	371,590,000	.....	.....
Apr. 22.....	355,369,450	15,716,500	371,085,950	.....	.....
Apr. 29.....	355,757,600	15,716,500	371,474,100	.....	.....
May 6.....	356,191,000	15,866,500	372,057,500	103,450,000	8,389,000
May 13.....	356,942,700	15,816,000	372,758,700	98,781,000	9,412,000
May 20.....	357,122,700	15,716,500	372,839,200	95,985,674	6,377,611
May 27.....	357,507,250	15,716,500	373,223,750	.....	.....
June 3.....	358,527,950	15,765,500	374,293,450	.....	.....
June 10.....	358,579,400	15,712,500	374,291,900	89,580,000	5,294,879
June 17.....	358,943,400	15,916,500	374,859,900	90,945,000	3,750,000
June 24.....	359,437,850	15,866,500	375,304,350	.....	.....
July 1.....	359,885,550	15,866,500	375,752,050	.....	.....
July 8.....	360,073,550	15,791,500	375,865,050	88,291,000	3,630,000
July 15.....	360,057,400	15,816,500	375,873,900	85,735,000	3,207,000
July 22.....	.....	.....	376,934,550	.....	.....
July 29.....	361,760,550	15,766,500	377,527,050	.....	.....
Aug. 5.....	362,069,350	15,766,500	377,835,850	86,650,000	6,332,000
Aug. 12.....	362,725,000	15,716,500	378,441,500	.....	.....
Aug. 19.....	363,286,300	15,691,500	378,977,800	90,076,000	4,524,000
Aug. 26.....	363,480,600	15,691,500	379,172,100	.....	.....
Sept. 2.....	364,153,000	15,691,500	379,844,500	.....	.....
Sept. 9.....	364,529,700	15,569,500	380,099,200	95,000,000	4,592,400
Sept. 16.....	366,067,450	15,401,500	381,468,950	95,933,973	6,015,335

2.—National bank currency in circulation; fractional currency received from the Currency Bureau by U. S. Treasurer, and distributed weekly; also the amount of legal tenders distributed:

Week ending	Circulation.	Notes in Fractional Currency.	Received.	Distributed.	Leg. Ten. Distrib'd.
March 25.....	312,388,551	639,000	391,941	.....	1,540,950
April 1.....	313,312,331	631,500	477,644	.....	5,336,679
April 8.....	313,625,631	628,000	542,153	.....	3,442,616
April 15.....	313,773,411	672,500	445,442	.....	869,242
April 22.....	314,155,420	742,000	732,000	.....	358,493
April 29.....	315,034,590	722,000	685,996	.....	375,211
May 6.....	314,972,440	559,500	461,520	.....	8,549,411
May 13.....	315,370,645	564,000	394,809	.....	1,990,553
May 20.....	315,808,453	620,500	573,746	.....	319,541
May 27.....	316,316,893	588,000	602,273	.....	2,016,600
June 3.....	316,746,023	459,000	649,766	.....	2,384,970
June 10.....	317,071,973	660,000	574,065	.....	1,043,106
June 17.....	316,923,094	626,500	453,000	.....	752,500
June 24.....	319,140,534	634,500	1,021,800	.....	.....
July 1.....	317,476,919	490,000	142,179	.....	2,358,035
July 8.....	317,587,099	100,000	535,592	.....	2,763,754
July 15.....	318,024,049	336,000	693,500	.....	637,500
July 22.....	318,761,729	353,500	649,206	.....	1,041,986
July 29.....	319,354,679	2,530,000	715,104	.....	694,981
Aug. 5.....	.....	325,800	625,733	.....	253,297
Aug. 12.....	320,374,894	375,000	589,167	.....	1,512,429
Aug. 19.....	320,816,919	445,500	736,893	.....	505,574
Aug. 26.....	321,373,880	492,000	548,000	.....	1,146,000
Sept. 2.....	321,750,225	502,500	555,800	.....	1,15,500
Sept. 9.....	322,068,085	508,500	775,835	.....	473,116
Sept. 16.....	322,469,245	598,000	763,603	.....	1,059,134

A TREATISE ON VENTILATION, by Lewis W. Leeds. John Wiley & Son, Publishers. New York, 1871.

This volume, just published by Messrs. Wiley & Son, is well worthy of the perusal of every business man. Mr. Lewis W.

Leeds is a recognized authority upon the subject of the warming and ventilation of buildings, and having devoted a number of years to the business, gives the public in this book the benefit of his long experience.

The matter of ventilation has become a subject of great importance not only as to health and comfort, but also as to rents, and in this respect it affects to an important degree the interests of our numerous readers who are owners of buildings in this or other cities. We commend Mr. Leeds' volume to the attention of all business men; and to those who are immediately interested in the comfortable and healthful ventilation and warming of houses—either private dwellings or public buildings—we believe that his professional services will be found to be of great value. Mr. Leeds' office is 110 Broadway.

**The Fredericksburg and Gordonsville Railroad Company.**—The franchises, rights, real estate and personal property of every kind, nature, and character, belonging to this company, will be sold at public auction in this city on December 28 next, by order of the Farmers' Loan and Trust Company, who are the Trustees of the one million first mortgage sinking fund seven percent gold bonds of the company, who have defaulted in the payment of the interest due on November 1, 1870, and on May 1, 1871. The road is sixty-one miles long, extending from Fredericksburg, Va., to Gordonsville, Va.

—The Osage Valley and Southern Kansas Railroad is advertised to be sold in St. Louis on the 16th of October, to pay the interest now due on the bonds, amounting to about \$20,000. Boonville is at present its northern terminus, and Warsaw, in Benton County, is its southwestern. Before the late civil war the road was nearly graded from Boonville to a point about ten miles south of Tipton, but the war coming on, operations were suspended until 1867, when additional aid to the amount of \$175,000 was furnished by Cooper County, and \$23,000 by Willow Fork township of this county, the work was resumed and the roadbed completed and ironed between Boonville and Tipton, a distance of twenty-six miles. In 1868 it was leased to the Missouri Pacific Railroad Company for a term of thirty years, they paying 35 percent of the gross earnings of the road, since which time that company has operated it. The sale in no wise affects the Pacific Company's lease. The interest in that part of the road south of Tipton was also revived in 1868 by the people of Morgan and Benton Counties, the former subscribing \$100,000 and the latter \$200,000, which sums have been expended upon the grading of the road through those counties. The road is graded to Versailles, in Morgan County, and also about twenty-five miles in Benton County, leaving yet to be graded that part of the road from Versailles to the Benton County line, a distance of fourteen miles, and about six miles in Benton County.—*St. Louis Journal of Commerce.*

—The St. Louis and St. Joseph Railroad, running from a point on the Missouri River, opposite Lexington, to St. Joseph, Mo., 74 miles, was sold at public auction, at St. Louis, Mo., on September 13, for \$128,000. The sale was made under the order of the United States District Court. The liabilities of the road are \$1,000,000 of First Mortgage Six per cent Gold Bonds; one year's unpaid interest, about \$60,000; a floating debt of some \$200,000, and \$400,000 owing to the North Missouri Railroad Company. The capital stock authorized was \$2,000,000, of which \$1,000,000 was paid in. Daniel H. Armstrong of St. Louis was the purchaser.

## BANKING AND FINANCIAL.

WINSLOW, LANIER & CO.,

No. 27 PINE-STREET,

Offer for sale, at 90 cents and accrued interest in currency, and recommend as an investment of the most undoubted character the 7 Per Cent. Bonds of the GRAND RAPIDS AND INDIANA RAILROAD COMPANY. They have 30 years to run, principal and interest payable in gold, coupon or registered, interest October and April. They are secured by a first mortgage on 220 miles of finished road and 100 miles more in progress, and on a Land Grant of one million one hundred and sixty thousand acres of lumber land in Northern Michigan. The road extends from Fort Wayne, where it connects with the extensive system of roads centering at that point, northerly, and having been finished through the rich agricultural region of Southern and Central Michigan, has now penetrated the Land Grant. The lands have been recently put upon the market, and are being rapidly sold. By the terms of the mortgage the proceeds of the land must be invested by the Trustees in the purchase of the Bonds, which insures their constant repurchase from the holders. This Land Grant is estimated to be worth \$12,000,000, and is probably more available for immediate sale than any other Land Grant ever made to any company. The whole issue is Eight Million Dollars, of which more than six millions have been disposed of. This road is run as a connection of the Pittsburg, Fort Wayne and Chicago Railroad, and the Pennsylvania Railroad, and has the powerful support of those companies and their numerous affiliated lines. These Bonds have been sold in large lines to the most prudent investors.

**FIRST MORTGAGE SINKING FUND LAND GRANT BONDS**

OF  
THE ST. JOSEPH AND DENVER CITY RAILROAD CO.,

IN DENOMINATIONS OF \$1,000, \$500 AND \$100,

can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these Bonds, secured by a first and only mortgage on the road, equipments, franchises and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 230 miles, and in addition the mortgage to secure the Bonds covers a land grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four (\$4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's lands is worth \$18,750,000. This loan was originally for \$5,500,000, but has been largely reduced by subscriptions of actual investors. The remaining balance of the loan is offered at 97½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent interest, payable in New York, London, or Frankfort-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are Coupon Bonds, but can be registered with the coupons on, or can be registered with the coupons off, and interest paid to registered owner. Interest payable August 15th and February 15th. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company.

These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high-priced securities.

In converting Five-Twenties the investors realize 17 per cent profit on the principal; 2 per cent per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents, and full information furnished on application.

*Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 and accrued interest. These were originally placed by us at 97½*

TANNER & CO.,

Bankers, No. 11 Wall street.

**NOTICE.**

REDEMPTION OF 5-20 BONDS OF 1862.

TREASURY DEPARTMENT, Sept. 1, 1871.

By virtue of the authority given by an Act of Congress, approved July 14, 1870, entitled "An Act to authorize the refunding of the National Debt," I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as Five-Twenty Bonds, will be paid at the Treasury of the United States, in the City of Washington, on or after the first day of December next, and that the interest on said bonds will cease on that day. That is to say, Coupon Bonds known as the first series, Act of February 25, 1862, dated May 1, 1862, numbered as follows:

- 1 to 30,699 inclusive, of \$50 each.
- 1 to 43,572 inclusive, of \$100 each.
- 1 to 40,011 inclusive, of \$500 each.
- 1 to 74,104 inclusive, of \$1,000 each.

And registered bonds of the same act:

- 1 to 595 inclusive, of \$50 each.
- 1 to 4,103 inclusive, of \$100 each.
- 1 to 1,899 inclusive, of \$500 each.
- 1 to 8,906 inclusive, of \$1,000 each.
- 1 to 2,665 inclusive, of \$5,000 each.
- 1 to 2,906 inclusive, of \$10,000 each.

The amount outstanding (embraced in the numbers as above) is one hundred million (\$100,000,000) dollars. Coupon bonds of the act of February 25, 1862, were issued in four distinct series. Bonds of the first series (embracing those described above) do not bear the series designation upon them, while those of the second, third and fourth series are distinctly marked on the face of the bonds, United States securities forwarded for redemption should be addressed to the "Loan Division," Secretary's office.

J. F. HARTLEY, Acting Secretary.

**CHESAPEAKE AND OHIO RAILROAD SIX PER CENT BONDS.**

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU STREET,

NEW YORK, Sept. 22, 1871.

The amount of these bonds remaining unsold is now so small, and the demand continues so great, that we expect soon to close out the remainder of the loan. They are issued in sums of \$1,000, \$500 and \$100 each, either coupon or registered; interest payable May and November, interest and principal payable in coin in New York City.

Holders of United States Sixes of 1881, Ten-Forties, and especially Five-Twenties, can largely increase their capital (17 to 25 per cent) and income by exchanging for these bonds. Price to day, 93 and accrued interest. We recommend them with the same entire confidence that we did the Central Pacific Railroad Bonds, now selling at a premium, and we believe they will, in time, command the same favorable estimation and price.

FISK & HATCH,

BANKING HOUSE OF HENRY CLEWS & Co.,

32 Wall street, N. Y.

Letters of Credit for travelers; also, commercial credits issued, available throughout the world.

Bills of Exchange on the Imperial Bank of London, National Bank of Scotland, Provincial Bank of Ireland and all their branches.

Drafts and Telegraphic Transfers on Europe, San Francisco the West Indies, and all parts of the United States.

Deposit accounts received in either Currency or Coin, subject to check at sight, which pass through the Clearing-House as if drawn upon any city bank; 4 per cent interest allowed on all daily balances; Certificates of Deposit issued; Notes, Drafts and Coupons collected; advances made on approved collaterals and against merchandise consigned to our care.

Orders executed for Investment Securities and Railroad Iron.

CLEWS, HABICHT & Co.,

11 OLD BROAD STREET, LONDON.

**The Bankers' Gazette.**

**DIVIDENDS.**

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
<b>Railroads.</b>			
Hartford & New Haven.....	\$3 00	Sept. 23	Sept. 25 to Oct. 2.
do do scrip.....	\$1 50	Sept. 23	Sept. 25 to Oct. 2.
<b>Miscellaneous.</b>			
Atlantic & Great Western Petroleum Co....	5	Oct. 2.	

FRIDAY EVENING, Sept. 22, 1871.

**The Money Market.**—At the date of writing our last week's report the money market had fallen back into a condition of extreme ease and the leading government bond dealers were accommodated at 2@2½ per cent, but we then called attention to the expanded condition of the banks and the large decrease in their legal tender reserve and stated that this condition of affairs would soon "tend to produce a firm feeling in the call loan market." The opinion then expressed has, since, been more than justified, as the rates for money on call to-day are fully 3@4 per cent, higher than last Friday, 6@7 being the ordinary rate on stocks and 5@6 per cent. on government collaterals, the easiest rates being made at the close. Several causes have united to produce this important change in the money market—in the first place the condition of our banks, with a line of \$312,668,000 in loans and discounts and a legal tender reserve in gold and greenbacks of only \$4,793,500, is such as to lead to caution on their part in making further engagements. As to the extent and nature of the bank loans made for several months past, the *Daily Bulletin* of this city, an able financial newspaper, has the following remarks:

"The loans and discounts of the associated banks now stand at the extraordinary figure of \$312,668,000. How this amount compares with that of previous years will appear from the following comparison:

LOANS AND DISCOUNTS.			
September 16, 1871.....	\$312,668,000	September 14, 1877.....	\$254,100,000
September 17, 1870.....	268,400,000	September 15, 1876.....	270,800,000
September 18, 1869.....	266,500,000	September 16, 1865.....	216,500,000
September 19, 1868.....	271,200,000		

It will be seen from this comparison that the loans are now expanded \$44,000,000 beyond the amount at this period of last year, and that they are \$41,000,000 higher than at this date of any former year. This extraordinary expansion has been caused mainly by the very low rates of interest prevailing through the spring and summer months; which have left the banks no alternative but either to do business for several months almost without profit or to increase their loans proportionately to the reduction in the rate of interest. We take it for granted that this is mainly a speculative expansion; i. e. that the loans are made chiefly to Wall street holders of securities. If this conclusion required further evidence it could be furnished by a comparison of the loans of those banks which make the bulk of the advances to the stock dealers. We find that \$40,000,000 of the expansion has occurred in thirty out of the sixty-eight banks in the Clearing House, and that nearly \$30,000,000 of the increase has arisen within four banks."



A second reason for the upward movement in money was found in the action of Secretary Boutwell in selling \$6,000,000 of gold on Thursday against the purchase of \$3,000,000 of bonds the day previous, thus apparently reducing the supply of currency on this market by \$3,000,000; but as to this, it is stated on tolerably good authority, that Mr. Boutwell will probably buy an additional amount of bonds to-morrow, 23d instant, or on Monday next; and we understand also that it is his intention to keep the currency balance in the Treasury at a low point during the autumn months, when trade is most active. A further cause for higher rates of money was furnished by the cable news of Thursday, reporting an advance in the Bank of England rate to 3 per cent (previously 2), in consequence of the continued withdrawal of funds from that centre to the continent.

In regard to the future it is certainly probable that the money market will rule firm at 5@7 per cent, but it is by no means certain that we shall have any excessive stringency, which some parties seem to anticipate.

The last bank statement showed the following changes from last week: loans and discounts, increase, \$1,461,700; specie, decrease, \$534,400; circulation, decrease, \$14,500; net deposits, decrease, \$2,181,900; legal tenders, decrease, \$3,124,000. This showed the banks to have an excess of only \$4,793,500 of legal tender reserve above the 25 per cent required by law.

The following statement shows the present condition of the associated banks, compared with the same date in the last two years:

	Sept. 16, 1871.	Sept. 17, 1870.	Sept. 18, 1869.
Loans and discounts.....	\$312,068 0 0	\$26,400 0 0	\$26,400 0 0
Specie.....	\$10,228 40 0	\$16,500 0 0	\$14,500 0 0
Circulation.....	\$10,120 70 0	\$2,400 0 0	\$2,400 0 0
Net deposits.....	\$216,896 50 0	\$193,400 0 0	\$185,300 0 0
Legal Tenders.....	\$63,521 70 0	\$49,000 0 0	\$12,000 0 0

For commercial paper there has been little demand, and quotations are only nominal, 7 per cent being the lowest figure named on any sort of paper.

**United States Bonds.**—Dealings in government bonds have not been very active during the week, though prices have been steady on the moderate business and close at about last week's figures. The most important event of the week was the purchase by the government of \$3,000,000 Five-Twenties on Wednesday, the total offerings being \$6,504,550; but as this was against the sale of \$6,000,000 gold on Thursday, it is reported and believed by many of those best informed, that Mr. Boutwell will buy an additional amount of bonds to-morrow or Monday. There are no transactions here in the new Fives, but the cable to-day reports them selling in London at 2½ discount. The Commissioner of Internal Revenue decides that the income from these bonds is exempt from the U. S. 2½ per cent tax.

The following were the highest and lowest prices of leading government securities at the Board on each day of the past week:

	Saturday, Sept. 16.	Sunday, Sept. 17.	Monday, Sept. 18.	Tuesday, Sept. 19.	Wednesday, Sept. 20.	Thursday, Sept. 21.	Friday, Sept. 22.
6s, 1861, reg.....	117½	117½	117½	117½	117½	117½	117½
6s, 1861, coup.....	118½	118½	118½	118½	118½	118½	118½
5-20s, 1862 coup.....	115	115½	115½	115½	115½	115½	115½
5-20s, 1864 ".....	115	115½	115½	115½	115½	115½	115½
5-20s, 1865 ".....	115	115½	115½	115½	115½	115½	115½
5-20s, 1865 n ".....	113½	114	114½	114½	114½	114½	114½
5-20s, 1867 ".....	113½	114½	114½	114½	114½	114½	114½
5-20s, 1868 ".....	114½	114½	114½	114½	114½	114½	114½
10-40s, reg.....	111½	111½	111½	111½	111½	111½	111½
10-40s, ".....	111½	111½	111½	111½	111½	111½	111½
Currency 6s.....	115½	115½	115½	115½	115½	115½	115½

\* This is the price bid and asked, no sale was made at the Board.

**State and Railroad Bonds.**—State bonds have been comparatively dull and in some cases lower, the old North Carolinas being particularly weak. There have been no special influences at work in regard to the Southern state securities beyond the increased firmness in money which affects to some extent those bonds which are largely held on speculation. In Tennessee the railroads advertised for sale this week were not sold as the bids were too low.

Railroad Bonds have been rather less active and not quite as firm in prices, in consequence of the higher rates for money.

The following are the highest and lowest prices of the most active State Bonds at the Board on each day of the week:

	Saturday, Sept. 16.	Sunday, Sept. 17.	Monday, Sept. 18.	Tuesday, Sept. 19.	Wednesday, Sept. 20.	Thursday, Sept. 21.	Friday, Sept. 22.
6s Tenn, old.....	72½	72½	72½	72½	72½	72½	72½
6s Tenn, new.....	72½	72½	72½	72½	72½	72½	72½
6s N.Car, old.....	40	40	41½	41½	41½	41½	40
6s N.Car, new.....	25	26	26	26	25	24	24
6s Virg, old.....	62½	63½	63	63	62½	63	62½
6s S.C., J & J.....	57	57	58½	58½	58	58	58½
6s Missouri.....	97½	98	97	97½	97½	96½	96
Cent.Pac.Gold.....	102½	102½	102	101½	101½	101½	101½
Un.Pac.Ist.....	91	90½	90	90½	90½	89½	89½
U.P. 1st Ist.....	84	84	84	84	84	82½	82½
U.P. Income.....	81	81	82½	81	81	79½	79½

\* This is the price bid and asked, no sale was made at the Board.

**Railroad and Miscellaneous Stocks.**—The stock market on Saturday last received the long expected announcement in regard to the distribution of Lake Shore stock, the terms being as follows: The present share capital (\$35,000,000) is to be increased forty per cent, which is \$14,000,000, and cash for thirty-three and one-third per cent of the new issue is to be called up at various times as the company need the money. When all the cash is paid up on the thirty-three and one-third per cent the new issue will become stock, until which time it will be scrip. The new share capital will stand at \$49,000,000, the company still retaining \$1,000,000, to be issued at some future time. At 112½@113, which was about the average price of the stock on that day, buyers paid the equivalent of 89@90 for the new stock and scrip. The announcement of the terms of the dividend was unfavorably received, and the price has since been down to 106½, closing to-day at 106½ bid.

The general list of stocks has been unfavorably influenced by the increased firmness in the money market, with the possibility that rates on call loans may still further advance and render it difficult to carry stocks.

Experience shows, however, that the effect of stringent money

is generally discounted in advance, and when the money pressure actually comes, prices frequently take an upward turn, reacting from the previous depression. At the close the market was steadier, and prices better than yesterday.

The following were the highest and lowest prices of the active list of railroad and miscellaneous stocks on each day of the last week:

	Saturday, Sept. 16.	Sunday, Sept. 17.	Monday, Sept. 18.	Tuesday, Sept. 19.	Wednesday, Sept. 20.	Thursday, Sept. 21.	Friday, Sept. 22.
N.Y. Cent & H.R. do scrip.....	9 3/4	100	92 1/2	94 1/2	94 1/2	94 1/2	94 1/2
Harlem.....	129	129	129	129 1/2	128 1/2	127 1/2	127 1/2
Erie.....	31	31 1/2	29 1/2	31 1/2	29 1/2	30 1/2	30 1/2
Reading.....	111 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Lake Shore.....	110 1/2	113 1/2	107 1/2	107 1/2	107 1/2	106 1/2	106 1/2
Wabash.....	63 1/2	64 1/2	60 1/2	60 1/2	61 1/2	62 1/2	60 1/2
Pittsburg.....	120 1/2	118 1/2	120 1/2	120 1/2	120 1/2	119 1/2	119 1/2
Northwest.....	69 1/2	67 1/2	67 1/2	67 1/2	68 1/2	68 1/2	68 1/2
Rock Island.....	109 1/2	110 1/2	107 1/2	107 1/2	107 1/2	106 1/2	106 1/2
Fort Wayne.....	101 1/2	100 1/2	101 1/2	101 1/2	100 1/2	100 1/2	100 1/2
St. Paul.....	81 1/2	81 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Ohio, Mississippi Central of N.J.....	43 1/2	44 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Chic & Alton.....	120 1/2	120 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
do do prei.....	123 1/2	123 1/2	123 1/2	123 1/2	119 1/2	120 1/2	120 1/2
Panama.....	68	69	65	65	64	62	61
Clev. C. & C. I.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Col. & L.A.....	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Del. Lack. & W.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Hann. St. Jos.....	70 1/2	72	69 1/2	69 1/2	67 1/2	68	68
do prei.....	70 1/2	72	69 1/2	69 1/2	67 1/2	68	68
Illinois Central.....	120 1/2	120 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Mich. Central.....	120 1/2	120 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Morris & Essex.....	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
West. Pac.....	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
Union Pac.....	66 1/2	67 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Mariposa pref.....	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Quicksilver.....	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
Pacific Mail.....	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
Adams Expre.....	86 1/2	87 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
Am. Merch. Un.....	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
United States.....	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
Wells, Fargo.....	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2

\* This is the price bid and asked, no sale was made at the Board.

**The Gold Market.**—The gold market has been excited and the volume of business large. During the early part of the week the price was further advanced and touched 115 on Tuesday, at the same time the rates on loans were kept up and on Wednesday as high as 8 per cent, per day was paid by borrowers. The large sale by the Government of \$6,000,000 on Thursday, the total bids amounting to \$8,805,000 changed the aspect of affairs and temporarily broke down the price and also the rate on loans. The price has since been firmer on considerable purchases, part by foreign bankers, and ranged to-day between 113½ and 114½, showing the great sensitiveness of the market on even moderate purchases. The turn in the gold loan market has been sharp and rates to-day were as follows for carrying: 5, 4, 3, 2, 6 and 7 per cent to flat.

Customs receipts have amounted to \$3,441,000.

The following tables will show the course of the gold premium each day of the past week:

	Open-Ing.	Low.	High.	Clos-Ing.	Total Clearings.	Gold.	Currency.
Saturday, Sept. 16.....	114½	114½	114½	114½	\$4,187,801	\$2,187,249	\$1,988,498
Monday, " 18.....	114½	114½	114½	114½	45,186 0 0	1,667,249	1,988,498
Tuesday, " 19.....	114½	114½	114½	114½	76,727 0 0	1,503,910	2,097,326
Wednesday, " 20.....	114½	114½	114½	114½	87,758 0 0	1,597,228	2,097,326
Thursday, " 21.....	114½	114½	114½	114½	68,695 0 0	2,595,728	3,599,632
Friday, " 22.....	114½	114½	114½	114½	75,071 0 0	3,125,350	3,649,288

Current week.....	114½	113½	115	114½	203,200 0 0	3,125,350	3,649,288
Previous week.....	113½	113½	114½	114½	\$2,113 0 0	1,855,096	2,109,892
Jan. 1, 1871, to date.....	110½	110½	115	114½			

The following are the quotations in gold for foreign and American coin:

American gold (old coinage)	40 c. premium.	American silver (old coinage)	162 p. c. premium.
Sovereigns.....	\$4 1/2 @ \$1 88	Dimes and half dimes.....	50 @ 50
Napoleons.....	3 3/4 @ 8 8	Five francs.....	95 @ 95
German X thalers.....	7 20 @ 7 95	France.....	19 @ 19
Prussian X thalers.....	7 95 @ 8 10	English silver.....	4 75 @ 4 84
German Kronen.....	6 50 @ 6 60	Prussian thalers.....	70 @ 72
X guilders.....	8 90 @ 4 00	Specie thalers.....	1 04 @ 1 06
Swiss.....	15 90 @ 16 15	Mexican dollars.....	1 03 1/2 @ 1 03 1/2
Patriot doubloons.....	15 55 @ 15 79	Spanish dollars.....	20 3 p. c. premium.
American silver (new).....	94 @ 96	South American dollars.....	par

**Foreign Exchange.**—The market remained depressed until Thursday, when the sale of \$6,000,000 gold by Government, and the advance to 3 per cent in the Bank of England rate gave tone to the market and enabled drawers to advance their rates. To-day rates were further advanced by the leading drawers to 108½ for 60 day sterling, and 109½ for short sight, though, as usual in case of so large an advance, the demand was generally supplied by outside bills at lower rates.

Quotations are as follows:

	London prime bankers.....	60 days.....	3 days.....
Good bankers.....	108½ @ 108½	109½ @ 109½	109½ @ 109½
Commercial.....	108½ @ 108½	109½ @ 109½	109½ @ 109½
Paris (bankers).....	5 27 1/2 @ 5 26 1/2	5 21 1/2 @ 5 20 1/2	5 21 1/2 @ 5 20 1/2
Antwerp.....	5 22 1/2 @ 5 21 1/2	5 21 1/2 @ 5 20 1/2	5 21 1/2 @ 5 20 1/2
Amsterdam.....	40 1/2 @ 40 1/2	41 @ 41	41 @ 41
Hamburg.....	35 1/2 @ 35 1/2	36 1/2 @ 36 1/2	36 1/2 @ 36 1/2
Frankfurt.....	41 1/2 @ 41 1/2	41 1/2 @ 41 1/2	41 1/2 @ 41 1/2
Spanish thalers.....	72 1/2 @ 72 1/2	73 @ 73	73 @ 73
Prussian thalers.....	72 1/2 @ 72 1/2	73 @ 73	73 @ 73

The transactions for the week at the Custom House and Sub Treasury have been as follows:

	Custom House Receipts.	Gold.	Currency.	Sub-Treasury Receipts.	Gold.	Currency.
Saturday, Sept. 16.....	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Sunday, " 17.....	1,000	1,000	1,000	1,000	1,000	1,000
Monday, " 18.....	500,000	500,000	500,000	500,000	500,000	500,000
Tuesday, " 19.....	400,000	400,000	400,000	400,000	400,000	400,000
Wednesday, " 20.....	500,000	500,000	500,000	500,000	500,000	500,000
Thursday, " 21.....	5,000	5,000	5,000	5,000	5,000	5,000
Friday, " 22.....	5,000	5,000	5,000	5,000	5,000	5,000
Total.....	\$3,411,000	\$6,193,565 11	\$9,051,866 38	\$8,012,147 19	\$5,831,710 62	\$5,831,710 62

Balance, Sept. 15..... \$61,697,635 97 \$11,648,926 32  
Balance, Sept. 22..... \$62,819,073 89 \$14,867,202 83

**NEW YORK CITY BANKS.**—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 16, 1871:



pressure  
-acting  
-net was

active  
week:

Friday,  
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Nov. 1.

NAME	Capital	Loans	Specie	Circulation	Deposits	Legal
New York	\$3,000,000	\$1,853,100	\$2,711,000	\$400,300	\$13,400,000	\$1,750,000
Manhattan	2,000,000	5,762,000	13,000	98	3,460,000	510,000
Merchants	3,000,000	8,500,000	57,900	85,000	6,983,500	1,700,000
Mechanics	2,000,000	1,700,000	119,200	512,000	4,463,000	950,000
Union	1,500,000	4,730,000	290,400	484,500	4,940,000	660,000
America	3,000,000	9,000,000	64,700	1,300	7,072,000	2,061,300
People's	1,000,000	4,167,000	219,800	517,500	3,000,000	700,000
City	1,000,000	6,000,000	565,900	2,860,000	5,453,900	850,000
Traders	1,000,000	2,468,500	35,300	756,000	2,468,000	800,000
Fulton	600,000	2,080,000	14,900	1,300	1,300,000	70,000
Chemical	800,000	1,167,000	232,500	5,840,000	2,613,000	1,316,000
Merchants' Exchange	1,285,000	3,341,300	8,700	400,000	2,613,000	847,000
Gallatin, National	1,500,000	3,124,800	86,500	457,300	1,490,000	480,000
Butchers	800,000	2,778,000	2,900	354,000	2,193,300	707,000
Mechanics and Traders	600,000	1,900,000	11,100	195,100	1,260,000	318,000
Greenwich	200,000	890,100	2,900	3,500,000	142,000	74,300
Leather Manti	600,000	3,382,000	100,200	278,500	2,474,200	290,000
Seventh Ward	500,000	1,232,000	67,400	100,000	980,000	180,000
State of New York	2,000,000	4,900,000	28,900	505,000	3,381,300	1,344,000
American Exchange	5,000,000	10,875,000	267,100	912,000	5,900,000	1,642,000
Commerce	10,000,000	22,321,000	283,500	3,700,000	7,517,000	4,295,100
Broadway	1,000,000	7,500,000	36,500	90,000	6,010,000	1,561,000
Ocean	1,000,000	5,531,000	8,200	795,000	1,100,000	339,300
Merchants	1,000,000	3,300,000	3,300	481,000	1,300,000	549,000
Pacific	422,700	2,010,000	8,700	4,900	1,640,000	325,400
Republic	2,000,000	5,000,000	185,000	840,000	3,794,000	1,084,000
Chatham	500,000	1,400,000	4,000	180,000	2,354,000	691,300
People's	412,500	1,670,000	11,200	5,600	1,300,000	300,000
North American	1,000,000	3,073,100	115,200	1,100	3,315,900	382,000
Harbor	1,000,000	2,336,000	144,000	288,000	1,299,800	346,100
Irving	500,000	2,430,000	10,200	190,000	2,000,000	540,000
Metropolitan	4,000,000	10,500,000	517,900	3,750,000	5,630,300	1,290,700
Citizens	400,000	1,646,000	24,300	130,500	1,369,400	319,900
Nassau	1,000,000	2,210,000	15,000	3,900	2,242,000	412,300
Market	1,000,000	10,875,000	130,000	415,700	2,091,800	540,000
St. Nicholas	1,000,000	2,991,000	3,300	716,200	1,444,400	554,000
Shoe and Leather	300,000	3,555,000	15,300	78,000	2,565,000	80,000
Corn Exchange	1,000,000	2,980,000	4,600	5,000	2,011,800	612,000
Continental	2,000,000	4,730,000	2,700	561,500	2,596,300	754,000
Commonwealth	500,000	2,002,000	2,000	229,000	2,667,000	55,400
Marine	300,000	1,590,000	4,000	4,300	1,760,000	210,100
Atlantic	100,000	1,000,000	4,900	360,000	1,918,200	325,000
Importers and Traders	1,500,000	13,286,000	105,300	4,600	13,540,200	3,169,900
Park	2,000,000	20,820,000	134,200	870,000	25,775,100	5,886,500
Mechanics' Banking and Traders	300,000	1,000,000	6,200	1,900	1,250,000	210,300
North River	400,000	1,566,000	18,600	100,000	1,166,000	222,900
East River	350,000	990,000	14,800	215,300	630,000	234,000
Manufacturers and Merchants	1,000,000	3,100,000	19,000	47,000	2,000,000	540,000
Fourth National	5,000,000	21,830,000	78,500	2,900,000	15,150,000	4,513,300
Central National	3,000,000	11,730,000	63,000	1,624,500	11,400,000	3,685,000
Second National	800,000	1,469,000	2,000	2,000	1,561,000	400,000
Third National	1,200,000	3,100,000	1,000	6,000	1,700,000	500,000
First National	500,000	5,931,000	2,100	299,000	5,731,400	1,270,000
Fifth National	1,000,000	6,210,000	2,000	780,000	6,208,300	1,428,000
New York N. Exchange	500,000	1,281,000	16,000	260,500	969,600	325,400
Fourth National	1,000,000	3,966,000	16,700	86,300	1,400,000	1,400,000
Bowling National	250,000	1,351,427	1,600	225,000	1,235,900	375,300
New York County	2,000,000	1,197,000	15,000	180,000	1,066,000	406,400
German American	1,000,000	3,720,000	119,000	1,700,000	1,920,000	267,000
Bank of Albany	200,000	1,100,000	5,400	6,100	1,700,000	267,000
Schenectady	150,000	500,000	2,400	700,000	92,400	92,400
Eleventh Ward	200,000	506,000	1,000	250,000	602,000	146,000
Richmond National	250,000	775,000	25,100	446,000	883,300	41,300
American National	500,000	9,000,000	4,300	1,107,000	1,107,000	90,000
Germania	200,000	9,000,000	4,300	1,107,000	1,107,000	90,000
Manufacturers & Builders	100,000	1,139,000	1,000	1,460,000	90,000	90,000
<b>Totals</b>	<b>\$5,036,400</b>	<b>\$12,665,000</b>	<b>10,238,400</b>	<b>30,129,700</b>	<b>216,896,700</b>	<b>63,821,700</b>

\* Same as last week. No report.

The deviations from the returns of previous week are as follows:

Loans	Inc. \$1,461,500	Net Deposits	Dec. \$2,181,900
Specie	Dec. 544,000	Legal Tender	Dec. 3,124,000
Circulation	Dec. 54,000		

The following are the totals for a series of weeks past:

Aug. 12.	Loans	Specie	Circulation	Deposits	Legal	Aggregate
Aug. 12.	2,974,470	1,381,719	30,235,400	251,252.0	22,000,000	45,083,291
Aug. 19.	3,045,537	1,408,805	30,473,552	242,740	20,998,500	45,995,068
Aug. 26.	3,050,047	1,402,000	30,198,822	248,709,800	20,189,500	46,101,000
Sept. 2.	3,070,000	1,410,000	30,170,000	248,709,800	20,189,500	46,101,000
Sept. 9.	3,111,000	1,462,800	30,114,000	249,078,000	20,645,000	46,177,300
Sept. 16.	3,206,000	1,425,000	30,129,000	246,996,000	20,621,700	46,198,168

**PHILADELPHIA BANKS.**—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, Sept. 18, 1871:

Banks	Capital	Loans	Specie	L. Tender	Total net
Philadelphia	\$1,500,000	\$5,531,000	\$18,000	\$7,000	\$3,611,000
North American	1,000,000	4,039,500	5,000	629,315	\$3,611,000
Farmers and Merchants	2,000,000	4,039,500	5,000	629,315	\$3,611,000
Commercial	800,000	2,373,000	6,100	577,000	1,449,000
Mechanics	800,000	2,373,000	6,100	577,000	1,449,000
Bank N. Liberties	500,000	2,373,000	6,100	577,000	1,449,000
Southwest	250,000	1,186,200	12,000	51,200	1,481,500
Kensington	250,000	1,186,200	12,000	51,200	1,481,500
Pen	500,000	1,347,500	1,000	195,100	968,100
Western	400,000	1,186,200	1,225	230,000	1,186,200
Manufacturers	1,000,000	2,991,000	1,000	1,714,000	2,991,000
Bank of Commerce	250,000	1,186,200	3,012	17,940	885,214
Girard	1,000,000	3,659,000	5,000	1,714,000	2,991,000
Traders	200,000	1,186,200	4,433	38,517	1,390,660
Consolidation	300,000	1,186,200	3,012	24,625	91,942
City	400,000	1,186,200	3,012	24,625	91,942
Commonwealth	300,000	890,200	1,000	195,100	63,699
Corn Exchange	500,000	1,186,200	1,000	38,517	1,481,500
Union	300,000	1,186,200	1,000	38,517	1,481,500
Fl. St.	1,000,000	3,659,000	5,000	1,714,000	2,991,000
Third	800,000	1,186,200	1,000	38,517	1,481,500
Fourth	200,000	890,200	1,000	195,100	63,699
Sixth	150,000	571,000	1,000	113,000	415,000
Seventh	250,000	1,186,200	5,000	304,000	1,918,200
Eighth	250,000	1,186,200	5,000	304,000	1,918,200
Central	750,000	2,991,000	1,000	38,517	2,130,000
Bank of Republic	1,000,000	4,039,500	1,000	38,517	800,000
Security	250,000	563,000	1,000	134,000	283,000
<b>Total</b>	<b>\$16,433,000</b>	<b>\$60,540,165</b>	<b>\$40,335</b>	<b>\$11,740,919</b>	<b>\$46,877,919</b>

The deviations from last week's returns are as follows:

Loans	Decrease 45,600	Deposits	Increase 121,637
Specie	Decrease 21,451	Circulation	Decrease 26,901
Legal Tenders	Decrease 88,103		

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks:

BANKS for a series of weeks :					
Date.	Loans	Specie.	Legal Tender.	Deposits.	Circulation.
Aug. 11.	57,549,000	214,898	12,115,193	43,206,316	11,228,071
Aug. 21.	55,945,027	198,713	12,983,549	43, 01,618	12,427,602
Aug. 29.	59,003,110	191,614	12,2 0, 788	41,980,800	11,231,567
Sept. 4.	60,120,715	199,638	12,615,911	46,408,381	11,269,107
Sept. 11.	60,335,821	167, 6	12, 23, 0	46,266 02	11,263 250
Sept. 18.	60,510,165	110,335	12,710,941	46,387,719	11,903,150

## GENERAL QUOTATIONS OF STOCKS AND BONDS.

Active Stocks and Bonds given on a Previous Page are not repeated here. Quotations in New York are made of the Per Cent Value, Whatever the Par may be. Southern, City and Railroad Securities are Quoted in a Separate List.

STOCKS AND SECURITIES.		Bid.	Ask.	STOCKS AND SECURITIES.		Bid.	Ask.	STOCKS AND SECURITIES.		Bid.	Ask.
<b>NEW YORK.</b> (U. S. Bonds quoted before.)				<b>STOCKS AND SECURITIES.</b>				<b>STOCKS AND SECURITIES.</b>			
<b>State Bonds.</b>				Cleve. & Pitts. Consol. S. F'd.	94 1/2	95	95	Ware River, 7s. gold.	90	90	90
Tennessee 6s. old	71 1/2	72	72	do do 2d Mort.	93 1/2	94	94	do do 1st M. gold.	90	90	90
do do new bonds.	72 1/2	73	73	do do 4th Mort.	91 1/2	92	92	West Wisconsin, 7s. gold.	90	90	90
Virginia 6s. old	62 1/2	63	63	Chic. & Alton Sinking Fund.	100 1/2	101	101	<b>Railroad Stocks.</b>			
do do new bonds.	63 1/2	64	64	do do Income.	96 1/2	97	97	(Not previously quoted.)			
do do registered old.	52 1/2	53	53	Ohio & Miss. 1st Mortgage.	100 1/2	101	101	Albany & Susquehanna.	93	94	94
do do do 1866.	52 1/2	53	53	Dub. & Sioux V. 1st Mort.	92 1/2	93	93	Atlantic & Pacific, pref.	93	94	94
do do do consols bonds.	63 1/2	64	64	St. L. & Iron Mountain 1st M.	93 1/2	94	94	Clev. Col. Ctn. & Indianap.	89	90	90
do do do deeded do.	29	30	30	Mil. & St. Paul, 1st Mort.	93 1/2	94	94	Col. Chic. & Ind. Central.	86	87	87
Georgia 6s.	92 1/2	93	93	do do 2d Mort.	94 1/2	95	95	Dubuque & Sioux City.	86	87	87
do 7s. endorsed.	92 1/2	93	93	do do 1st M. & D.	94 1/2	95	95	do do 2d Mort.	86	87	87
do 7s. Gold.	92 1/2	93	93	do do 2d M.	94 1/2	95	95	do do 2d Mort.	86	87	87
North Carolina 6s. old.	31	32	32	Marietta & Cin. 1st Mort.	95 1/2	96	96	Chesapeake & Dela. Canal.	86	87	87
do do 1868.	31	32	32	Chic. & Milwaukee 1st Mort.	95 1/2	96	96	Lehigh Navigation, 6s.	86	87	87
do do new bonds.	23 1/2	24	24	Joliet & Chicago, 1st Mort.	95 1/2	96	96	do do 1870, 6s.	86	87	87
do do Special Tax.	11 1/2	12	12	Chic. & St. Paul, 1st Mort.	95 1/2	96	96	do do 1871, 6s.	86	87	87
South Carolina 6s.	55 1/2	56	56	Col. Chic. & Ind. 1st Mort.	92 1/2	93	93	do do 1872, 6s.	86	87	87
do do new bonds.	55 1/2	56	56	do do 2d Mort.	92 1/2	93	93	do do 1873, 6s.	86	87	87
do do do April & Oct.	55 1/2	56	56	Tol. Peoria & Warsaw, E. D.	89 1/2	90	90	Camden & Amboy stock.	126 1/2	127	127
Missouri 6s.	96 1/2	97	97	do do 2d M.	89 1/2	90	90	Catawissa stock.	93	94	94
do do do.	96 1/2	97	97	do do 2d M.	89 1/2	90	90	do preferred stock.	93	94	94
Louisiana 6s.	50 1/2	51	51	do do 2d M.	89 1/2	90	90	Elmira & Williamsport.	60	61	61
do do new bonds.	50 1/2	51	51	do do 2d M.	89 1/2	90	90	Elmira & Williamsport pref.	124 1/2	125	125
do do 6s. new floating debt.	71 1/2	72	72	do do 2d M.	89 1/2	90	90	Lehigh Valley & Trenton.	124 1/2	125	125
do do 6s. new bonds.	71 1/2	72	72	do do 2d M.	89 1/2	90	90	Little Schuylkill.	92 1/2	93	93
do do do 1875.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	Mine Hill & Schuylkill Haven.	74	75	75
do do do 1876.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	North Penn.	100	101	101
do do do 1877.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1878.	100	101	101
do do do 1878.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1879.	100	101	101
do do do 1879.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1880.	100	101	101
do do do 1880.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1881.	100	101	101
do do do 1881.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1882.	100	101	101
do do do 1882.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1883.	100	101	101
do do do 1883.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1884.	100	101	101
do do do 1884.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1885.	100	101	101
do do do 1885.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1886.	100	101	101
do do do 1886.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1887.	100	101	101
do do do 1887.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1888.	100	101	101
do do do 1888.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1889.	100	101	101
do do do 1889.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1890.	100	101	101
do do do 1890.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1891.	100	101	101
do do do 1891.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1892.	100	101	101
do do do 1892.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1893.	100	101	101
do do do 1893.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1894.	100	101	101
do do do 1894.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1895.	100	101	101
do do do 1895.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1896.	100	101	101
do do do 1896.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1897.	100	101	101
do do do 1897.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1898.	100	101	101
do do do 1898.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1899.	100	101	101
do do do 1899.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1900.	100	101	101
do do do 1900.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1901.	100	101	101
do do do 1901.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1902.	100	101	101
do do do 1902.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1903.	100	101	101
do do do 1903.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1904.	100	101	101
do do do 1904.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1905.	100	101	101
do do do 1905.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1906.	100	101	101
do do do 1906.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1907.	100	101	101
do do do 1907.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1908.	100	101	101
do do do 1908.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1909.	100	101	101
do do do 1909.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1910.	100	101	101
do do do 1910.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1911.	100	101	101
do do do 1911.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1912.	100	101	101
do do do 1912.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1913.	100	101	101
do do do 1913.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1914.	100	101	101
do do do 1914.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1915.	100	101	101
do do do 1915.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1916.	100	101	101
do do do 1916.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1917.	100	101	101
do do do 1917.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1918.	100	101	101
do do do 1918.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1919.	100	101	101
do do do 1919.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1920.	100	101	101
do do do 1920.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1921.	100	101	101
do do do 1921.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1922.	100	101	101
do do do 1922.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1923.	100	101	101
do do do 1923.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1924.	100	101	101
do do do 1924.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1925.	100	101	101
do do do 1925.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1926.	100	101	101
do do do 1926.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1927.	100	101	101
do do do 1927.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1928.	100	101	101
do do do 1928.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1929.	100	101	101
do do do 1929.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1930.	100	101	101
do do do 1930.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1931.	100	101	101
do do do 1931.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1932.	100	101	101
do do do 1932.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1933.	100	101	101
do do do 1933.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1934.	100	101	101
do do do 1934.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1935.	100	101	101
do do do 1935.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1936.	100	101	101
do do do 1936.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1937.	100	101	101
do do do 1937.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1938.	100	101	101
do do do 1938.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1939.	100	101	101
do do do 1939.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1940.	100	101	101
do do do 1940.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 1941.	100	101	101
do do do 1941.	86 1/2	87	87	do do 2d M.	89 1/2	90	90	do do 19			



## The Railway Monitor.

## EXPLANATION OF THE STOCK AND BOND TABLES

1. Prices of the Active Stocks and Bonds are given in the "Bankers' Gazette" and quotations of other securities will be found on the preceding page.

2. Bank and Insurance Stocks, City Railroad and Gas Stocks, and Southern Securities are all quoted either regularly or occasionally at the end of the "Bankers' Gazette," on a previous page.

3. The Table of Railroad, Canal and Other Stocks on another page, comprises all companies of which the stock is sold in any of the principal cities (except merely local corporations). The figures just after the name of the company indicate the No. of the CHRONICLE in which a report of the Company was last published. A star (\*) indicates leased roads; in the dividend column =extra; =stock or scrip.

4. The Tables of Railroad, Canal and Other Bonds occupy in all, four pages two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are frequently given under the name of Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J. =January and July; F. & A. =February and August; M. & S. =March and September; A. & O. =April and October; M. & N. =May and November; J. & D. =June and December Q =Quarterly, beginning with January; Q. =Quarterly, beginning with February. Q. =Quarterly, beginning with March.

5. The Table of State Securities will be published monthly, on the last Saturday of the month.

New Tables of State, City and Railroad Stocks and Bonds in very complete form are now in course of preparation and will soon be published in the CHRONICLE. These tables are designed to furnish more valuable and detailed information in regard to all marketable stocks and bonds than has ever before been published in tabular shape. Until the new tables are ready there may be some irregularity in the insertion of our present table pages, which subscribers will be kind enough to overlook. In view of the improvements in this department of the CHRONICLE, of which they will soon have the benefit.

Congressional Land Grants for Railroads, Etc.—*Poor's Railroad Manual* has the following: In 1850 Congress established a precedent, in the case of the Illinois Central and Mobile and Ohio railroads, of granting to States, in aid of construction of railroads, upon specified routes, six alternate sections of public lands of 640 acres each (and equaling 3,840 acres to the mile), to be taken by the odd numbers within six miles of the line of the road proposed. In case such a number of sections of odd numbers of public lands could not be found within six miles of such line (in consequence of the previous sale or reservation of the same by the Government), then the grant was to be enlarged so as to apply to the odd sections within 15 miles of the line, on either side, so as to make up the full amount intended to be granted. Many of the grants were subsequently further enlarged, so as to apply to sections of odd numbers within 20 miles of the line. Upon the sections of public lands of even numbers within the limits of the grant, the price at which it was to be sold was raised from \$1 25 to \$2 50 per acre.

Although the grants were made to the several States, they were in all cases, as speedily as possible, transferred to railroad companies, chartered by them to construct lines upon the general route specified in the act of Congress, and usually without any other conditions than those imposed in such act, the most important of which related to the time in which the roads should be built.

The following is a statement showing the date at which the several grants were made, the companies to which they have been conveyed, the number of acres called for by each grant, and the number of acres certified to each company up to June 30, 1870.

Date of Laws.	Name of road.	Mile limits.	Mile limits.	Acres certified.	Quantities granted.
Sept. 20, '50.	ILLINOIS.				
	Mobile & Chicago.....	6&15	....	2,595,053-00	2,595,053-00
	* Mississippi.....				
Sept. 20, '50.	Mobile & Ohio River.....	6&15	....	737,130-29	1,004,640-00
Aug. 11, '56.	Southern Railroad.....	6&15	....	171,550-00	404,800-00
	Gulf & Ship Island Rail'd.....	6&15	....	....	652,800-00
Sept. 20, '50.	ALABAMA.				
	Mobile & Ohio River.....	6&15	....	419,528-44	230,400-00
May 17, '56.	Alabama & Florida.....	6&15	....	394,522-99	419,500-00
June 3, '56.	Alabama & Tennessee.....	6&15	....	440,700-16	481,920-00
	Northeastern & S'western, Alabama and Chatt.....	6&15	....	289,535-55	691,840-00
	Wills Valley, Ala. & Chatt.....	6&15	....	171,920-51	206,080-00
	Coosa & Tennessee.....	6&15	....	67,784-96	132,480-00
	Mobile & Girard.....	6&15	....	504,145-86	840,880-00
	Coosa & Chattanooga.....	6&15	....	....	150,000-00
	Tenn. & Alabama Central.....	6&15	....	....	576,000-00
May 17, '56.	* FLORIDA.				
	Florida Railroad.....	6&15	....	2-1 984-17	442,542-14
	Alabama & Florida.....	6&15	....	165,588-00	165,688-00
	Pensacola & Georgia.....	6&15	....	1,275, 12 93 1,568,729-87	....
	Flor., Atlan. & Gulf Cent'l.....	6&15	....	37,583-29	183,183-99
June 3, '56.	LOUISIANA.				
	Vicksburg & Shreveport.....	6&15	....	353,211-70	618,850-00
	N. Or., Opelousa & Gt. W.....	6&15	....	719,193-75	967,840-00
Feb. 9, '53.	ARKANSAS.				
	Cairo & Fulton.....	6&15	....	1,115,408-41	1,100,667-40
July 28, '56.	Cairo & Fulton.....	Add'l 5	....	....	966,722-00
Feb. 9, '53.	Memphis & Little Rock.....	Add'l 1	....	137,398-51	438,646-80
July 28, '56.	Memphis & Little Rock.....	Add'l 5	....	550,520-18	550,520-18
Feb. 9, '53.	Little Rock & Fort Smith.....	6&15	....	....	458,771-00
July 23, '56.	Little Rock & Fort Smith.....	Add'l 5	....	....	458,771-00
July 4, '66.	Iron Mountain Railroad.....	10&20	....	....	484,000-00
June 10, '52.	MISSOURI.				
	Hannibal & St. Joseph.....	6&15	....	493,812-35	781,944-83
	Pacific & South'n branch.....	6&15	....	1,158,073-54	1,161,25-07
Feb. 9, '53.	Cairo & Fulton.....	6&15	....	63,540-11	219,302-31
July 23, '56.	Cairo & Fulton.....	Add'l 5	....	....	182,718-00
July 4, '66.	Iron Mountain (Pilot Knob to Helena, Ark.).....	10&20	....	....	1,400,000-00

\* Grants to Mississippi, Alabama, Florida and Louisiana, under acts of May 17, June 3, and August 11, 1856, having expired, application will be made to Congress to extend the time for the completion of the railroads in said States.

Date of Laws.	Name of road.	Mile limits.	Mile limits.	Acres certified.	Quantities granted.
May 15, '56.	IOWA.				
	Burlington & Missouri Riv.....	6&15	....	291,725-00	948,643-66
June 2, '64.	Burlington & Missouri Riv.....	20	....	95,656-46	101,110-67
May 15, '56.	Chic., Rock Isl. & Pacific.....	6&15	....	481,774-36	1,144,964-90
June 2, '64.	Chic., Rock Isl. & Pacific.....	20	....	144,329-71	118,376-70
May 15, '56.	Cedar Rap. & Missouri Riv.....	6&15	....	778,863-17	1,398,739-00
June 2, '64.	Cedar Rap. & Missouri Riv.....	20	....	342,406-63	123,370-00
May 15, '56.	Dubuque & Sioux City.....	6&15	....	1,526,163-89	1,236,163-05
June 2, '64.	Change of Route (Ft Dodge to Sioux City).....	10&20	....	....	1,536,000-00
May 12, '64.	McGregor and Western.....	10&20	....	....	250,000-00
July 2, '64.	Sioux City and Pacific.....	10	....	....	580,000-00
June 3, '56.	MICHIGAN.				
	Port Huron & Milwaukee.....	6&15	....	6,468-68	312,384-22
	Detroit & Milwaukee.....	6&15	....	30,928-75	355,420-19
	Jacks'n, Lans. & Saginaw.....	6&15	....	721,469-25	1,052,469-19
July 3, '56.	Time extended 7 years.....				
June 3, '56.	Act to change the western terminus of road.....	6&15	....	511,425-90	586,828-73
June 3, '56.	Grand Rapids & Indiana.....	6&15	....	629,132-32	629,182-62
June 7, '64.	from Ft Wayne to Grand Rapids, &c.....	20	....	191,607-11	531,200-00
June 3, '56.	Bayde Noquet & Marquette.....	6&15	....	218,881-10	218,880-87
March 3, '55.	Bayde Noquet & Marquette.....	20&25	....	216,919-19	309,315-24
June 3, '56.	Marquette & Ontonagon.....	6&15	....	49,086-45	243,200-00
March 3, '55.	Marquette & Ontonagon.....	20	....	174,020-41	208,062-59
June 3, '56.	Chic., St. Paul & F'd du Lac (branch to Marquette).....	6&15	....	162,044-46	188,507-24
July 5, '62.	Chicago & Northwestern.....	6&15	....	....	375,680-00
March 3, '55.	Chicago & Northwestern.....	20	....	....	188,800-00
June 3, '56.	WISCONSIN.				
	Toma & Lake Superior.....	6&15	....	324,943-28	894,907-81
May 5, '64.	Toma & Lake Superior.....	10&20	....	163,263-69	675,000-00
June 3, '56.	St. Croix & Lake Superior.....	6&15	....	524,718-15	524,714-95
May 5, '64.	St. Croix & Lake Superior.....	10&20	....	318,740-80	318,737-74
June 3, '56.	Branch to Bayfield.....	6&15	....	....	215,000-00
May 5, '64.	Branch to Bayfield.....	10&20	....	....	....
June 3, '56.	Chicago & Northwestern.....	6&15	....	311,307-72	600,000-00
April 25, '62.	(Resolution.) Changes line of route.....				
May 5, '64.	From Portage City to Bayfield, thence to Superior.....	10&20	....	....	1,500,000-00
March 3, '57.	MINNESOTA.				
	St. Paul & Pacific.....	6&15	....	466,566-14	660,000-00
March 3, '57.	St. Paul & Pacific.....	10&20	....	....	1,000,000-00
March 3, '57.	Branch St. Paul & Pacific.....	6&15	....	438,075-38	750,000-00
March 3, '57.	Branch St. Paul & Pacific.....	10&20	....	....	725,000-00
July 12, '62.	Authorized change of route.....				
March 3, '57.	Minnesota Central.....	6&15	....	174,578-91	323,403-09
March 3, '55.	Minnesota Central.....	10&20	....	....	290,000-00
March 3, '57.	Winona & St. Peter.....	6&15	....	342,376-51	720,000-00
March 3, '55.	Winona & St. Peter.....	10&20	....	....	690,000-00
March 3, '57.	Minnesota Valley.....	6&15	....	711,442-57	860,000-00
May 12, '64.	Minnesota Valley.....	10&20	....	1,040-00	150,000-00
July 13, '66.	Extends the time for said road seven years.....				
May 5, '64.	Lake Sup'r & Mississippi.....	10&20	....	367,424-19	800,000-00
July 13, '66.	Authorized to make up deficiency within 30 miles of the west line of said road.....				
July 4, '66.	Minnesota Southern.....	5&20	....	125,480-94	735,000-00
July 4, '66.	Hastings & Dakota River.....	5&20	....	....	550,000-00
March 3, '63.	KANSAS.				
	Leavenworth, Lawrence & Galveston.....				
July 1, '64.	Atchison, Topeka & Santa Fe.....	10&20	....	....	2 5 0,000-00
July 1, '64.	Union Pacific Southern Br. (M. K. & T.).....				
July 23, '66.	St. Joseph & Denver City.....	10&20	....	....	1,700,000-00
July 25, '66.	Kansas & Neosho Valley.....	10&20	....	....	2,350,000-00
July 26, '66.	S. Br. U. P. from Ft Riley to Fort Smith, Ark.....	10&20	....	....	1,303,000-00
July 25, '66.	CALIFORNIA.				
	California & Oregon.....	10&20	....	....	1,540,000-00
July 13, '66.	Placerville & Sacramento Valley.....	10&20	....	....	200,000-00
March 2, '67.	Stockton & Copperopolis.....	10&20	....	....	320,000-00
July 25, '66.	OREGON.				
	Oregon & California.....	10&20	....	....	1,660,000-00
May 4, '70.	From Portland to Astoria & McMinnville.....	20&5	....	....	1,300,000-00

In addition to the above, extensive grants of land have been made by the General Government in aid of what are termed Pacific Railroad Companies, which have been made directly to the companies having the several enterprises in hand, viz.: to the Union and Central Pacific Railroad companies, with the branches provided for in the original act, 35,000,000 acres, being twenty sections, or 12,800 acres to the mile. Of this grant only 544,759-15 acres have yet been certified. The grant to the Northern Pacific Railroad calls for 58,000,000, or 25,800 acres to the mile. No portion of this grant has been certified to the company. The grant to the Atlantic and Pacific calls for 42,000,000, or 25,600 acres to the mile. No portion of this grant has been certified. The grants to the three Pacific railroads call for 135,000,000 acres, or about 200,000 square miles.

The Government has also at former periods granted lands to the extent of 4,405,986 acres to aid in the construction of canals, and more recently 3,857,213-27 acres to aid in the construction of wagon roads, making the total number of acres granted to aid works of internal improvements 198,165,794-67 acres, or about 300,000 square miles—an area exceeding in extent that of the six New England States, with New York, New Jersey, Pennsylvania, Ohio, Indiana and Illinois combined. But it must by no means be supposed that such an immense extent of territory can be availed of by companies to which the grants have been made. In Iowa, for example, the grants made call for 7,331,207-98 acres. Of these only 3,360,825-27 acres have been certified, there not having been an amount of Government lands, of odd sections, within the limits of the grants at the time they were made, equaling the nominal amounts of the same. Two companies in the State named will not receive one-half the number of acres to which their grant entitled them. The amount of the certifications yet to be made in the several States will probably reach 35,000,000 or 40,000,000 of acres. The certifications hereafter to

be made to the Pacific Railroads will, for similar reasons, fall far short of the nominal amounts of the grants to them, though perhaps not in so great an extent as in the grants made to the States.

The following statement has been made by the Commissioner of the General Land Office, of the number of acres certified to railway companies from June 30, 1870 (the date to which the above table was compiled), to June 1, 1871:

Name of Road.	Date of law.	Acres certified.
<b>ARKANSAS.</b>		
Little Rock & Fort Smith.....	July 28, '66	112,36 37
<b>IOWA.</b>		
Chicago, Rock Island & Pacific.....	June 2, '64	16,141 39
McGregor & Sioux City.....	May 12, '64	13,274 53
Cedar Rapids & Missouri River.....	June 2, '64	1,121,275 85
<b>MICHIGAN.</b>		
Grand Rapids & Indiana.....	June 7, '64	12,423 04
Jackson, Lansing & Saginaw.....	March 3, '71	21,396 99
Chicago & Northwestern.....	March 3, '65	110,700 72
Houghton & Ontonagon (late M. & O.).....	April 20, '71	77,984 05
<b>MINNESOTA.</b>		
Minnesota Central.....	March 3, '65	1,547 79
Lake Superior & Mississippi.....	July 13, '66	64,030 90
Southern Minnesota.....	July 4, '66	15,656 7
St. Paul & Sioux City.....	May 12, '64	369,990 04
Winona & St. Peter.....	March 3, '65	21,007 88
<b>CORPORATIONS.</b>		
Oregon & California.....	July 25, '66	32,517 21
Union Pacific.....	July 1, '62	639,024 00
Central Pacific.....	July 2, '64	9,480 52
Atlantic & Pacific.....		493,178 46

\* The lands here mentioned were certified to the company previous to June 30, 1870; but were omitted from the column of certified lands above.

In addition to the above, lands have been given, by act of March 3, 1871, to the Texas Pacific Railroad from a point near Marshall, Texas, to San Diego, California; estimated quantity inuring, 13,440,000 acres. Also to the New Orleans, Baton Rouge & Vicksburg Railroad, authorized by the same act, estimated at 1,500,000 acres.

**Export of Rails from Great Britain.**—Compiled from official returns:

COUNTRIES.	—Eight months ending Aug. 31.—		
	1869—tons.	1870—tons.	1871—tons.
<b>AMERICA.</b>			
United States.....	229,145	279,616	335,162
British.....	22,614	25,001	48,114
Spanish West India Islands.....	884	3,166	1,478
Brazil.....	1,755	2,735	14,426
Chile.....	2,647	10,448	7,908
Peru.....	14,624	11,563	16,349
<b>EUROPE.</b>			
Russia.....	159,019	163,700	65,694
Sweden.....	3,141	1,120	6,585
Germany.....	12,348	42,344	40,622
Austrian Territories.....	21,284	26,298	15,241
France.....	3,526	248	1,712
Holland.....	9,543	14,412	8,599
Spain and Canaries.....	10,449	9,463	6,511
<b>ASIA.</b>			
British India.....	58,316	122,793	29,233
Australia.....	15,827	6,023	11,382
<b>AFRICA.</b>			
Egypt.....	6,025	1,566	2,429
Other Countries.....	49,091	37,822	51,461
Total.....	620,188	758,233	662,841
Old iron to all countries.....	67,765	76,355	91,765
Pig iron to United States.....	89,704	75,061	119,098

**The North Carolina Railroad.**—This road was leased on Sept. 12 to the Richmond and Danville Railroad Company for \$260,000 per annum for thirty years. This road is 223 miles in length, extending from Goldsboro in the east, to Charlotte in the western section of the State by a circuitous route. It is principally owned by the State, its estimated value being \$3,000,000. The portion of it for which the Richmond and Danville Company had use, in order to make through connections with the South, is that between Greensboro, the terminus of the Danville Road and Charlotte, ninety miles in length. To obtain this they had to lease the entire road from Goldsboro to Charlotte. The North Carolina Railroad will now be operated under the control of Col. A. S. Buford, President of the Richmond and Danville Railroad. By this operation Col. Buford has consummated his design of a continuous line from the Chesapeake Bay to Atlanta, Ga., and the Central South by the York River Railroad from West Point, Richmond; the Richmond and Danville Road from Richmond to Greensboro, the North Carolina Road from Greensboro to Charlotte, and a new road, now nearly completed, from Charlotte to Atlanta. It is needless to say that all these roads are controlled by the Pennsylvania Central Railroad Company, which has thus secured a monopoly of the travel and freights on two of the great Southern routes, the one stretching from Washington down the Atlantic coast to Wilmington, N. C., and the other from the Chesapeake Bay to Atlanta and the Central South.

**St. Louis, Alton and Terre Haute Railroad.**—A large number of the preferred stockholders of the St. Louis, Alton and Terre Haute Railroad Company met at the company's office, No. 12 Wall street, on Tuesday, to confer together in regard to the dividend due on the stock for over two years. On motion Mr. O. D. Ashley was called to the chair, and G. H. Watson appointed Secretary. It was stated that the company had earned in the two years over ten per cent net, and, according to the agreement with the preferred stockholders, this money should have been paid in dividends to the stockholders, but had been used in assisting the Bellville Railroad Company. After some further remarks, which were unanimous in asking the directors to declare a dividend in preferred stock equal to net cash earned, a committee of five was appointed to confer with the directors, and to report at a future meeting the expenses of the road for the last two years, and what the money had been expended for. It was hoped that the directors would declare this dividend legally due without recourse to the law by some of the prominent stockholders.

**California Pacific Railroad.**—The San Francisco *Bulletin* of the 2d says: The California Pacific Railroad Company, according to the *Solano Republican*, have given a second mortgage on that road to F. D. Atherton and Milton S. Latham, in trust, to secure the payment of bonds to the amount of \$1,600,000. The bonds are to run 20 years, and bear 6 per cent interest. The purchase of the road by the Central Pacific, it is understood, extended only to a majority of the stock, which, beyond importance as securing control of the road, could only be of nominal value, as the first mortgage bonds had covered the value. The Central Pacific took possession of the road yesterday.

**Quincy, Alton and St. Louis Railroad.**—It is reported that the Quincy, Alton and St. Louis Railroad has been purchased by the Chicago, Alton and St. Louis Railroad Company.

### MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Central Pacific.				Chicago and Alton.				Chicago & Northwestern.				Chic. Rock Is. and Pacific.				Clev. Col. Cin. & Ind.			
1870.	1871.	1869.	1870.	1870.	1871.	1869.	1870.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.
(742 m.)	(890 m.)	(431 m.)	(465 m.)	(431 m.)	(465 m.)	(1,157 m.)	(1,157 m.)	(1,223 m.)	(1,223 m.)	(1,223 m.)	(1,223 m.)	(520 m.)	(520 m.)	(520 m.)	(520 m.)	(520 m.)	(520 m.)	(520 m.)	(520 m.)
\$113,104	\$21,490	\$243,181	\$281,080	\$281,080	\$340,301	\$892,092	\$920,024	\$920,024	\$920,024	\$920,024	\$920,024	\$351,767	\$401,275	\$351,767	\$401,275	\$351,767	\$401,275	\$351,767	\$401,275
394,176	481,085	315,098	316,036	316,036	340,301	830,286	753,782	602,481	319,441	449,654	361,871	226,897	266,788	226,897	266,788	226,897	266,788	226,897	266,788
488,331	578,870	388,736	342,896	342,896	372,618	1,142,165	928,359	774,993	645,789	500,393	456,223	244,161	313,198	244,161	313,198	244,161	313,198	244,161	313,198
633,758	756,250	328,390	348,039	348,039	393,654	1,112,190	929,077	789,641	388,385	464,314	246,046	283,399	246,046	283,399	246,046	283,399	246,046	283,399	246,046
768,719	917,760	345,832	408,656	408,656	465,780	1,268,414	1,177,897	1,094,101	449,932	536,648	260,169	281,491	260,169	281,491	260,169	281,491	260,169	281,491	260,169
729,274	795,371	402,854	468,658	468,658	535,842	1,251,950	1,139,284	1,094,101	449,932	536,648	260,169	281,491	260,169	281,491	260,169	281,491	260,169	281,491	260,169
789,099	819,100	351,044	418,709	418,709	535,842	1,157,056	1,034,392	1,034,392	445,696	484,956	244,021	288,775	244,021	288,775	244,021	288,775	244,021	288,775	244,021
807,815	905,061	404,231	468,658	468,658	535,842	1,037,973	1,227,512	1,227,512	445,696	484,956	244,021	288,775	244,021	288,775	244,021	288,775	244,021	288,775	244,021
777,188	806,634	407,519	468,658	468,658	535,842	1,037,973	1,227,512	1,227,512	445,696	484,956	244,021	288,775	244,021	288,775	244,021	288,775	244,021	288,775	244,021
828,447	868,212	408,212	475,698	475,698	535,842	1,371,780	1,306,338	1,306,338	445,696	484,956	244,021	288,775	244,021	288,775	244,021	288,775	244,021	288,775	244,021
746,800	807,515	411,197	481,197	481,197	535,842	1,140,145	1,037,963	1,037,963	445,696	484,956	244,021	288,775	244,021	288,775	244,021	288,775	244,021	288,775	244,021
612,805	340,330	404,263	404,263	404,263	535,842	845,708	773,494	773,494	445,696	484,956	244,021	288,775	244,021	288,775	244,021	288,775	244,021	288,775	244,021
7,983,513	4,681,562	4,819,404	4,819,404	4,819,404	5,355,461	13,355,461	13,355,461	13,355,461	5,960,936	5,960,936	3,280,420	3,280,420	3,280,420	3,280,420	3,280,420	3,280,420	3,280,420	3,280,420	3,280,420
<b>Illino. &amp; Central.</b>				<b>Marietta and Cincinnati.</b>				<b>Michigan Central.</b>				<b>Milwaukee &amp; St. Paul.</b>				<b>North Missouri.</b>			
1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.
(862 m.)	(974 m.)	(1109 m.)	(251 m.)	(251 m.)	(251 m.)	(284 m.)	(284 m.)	(284 m.)	(284 m.)	(284 m.)	(284 m.)	(825 m.)	(825 m.)	(825 m.)	(825 m.)	(404 m.)	(404 m.)	(404 m.)	(404 m.)
\$594,137	\$628,383	639,540	\$90,541	\$90,177	130,883	\$384,119	\$387,992	418,735	\$454,130	\$396,171	396,700	\$213,101	\$213,101	191,789	\$213,101	191,789	\$213,101	191,789	191,789
524,093	661,788	565,415	90,298	98,275	126,224	320,636	329,127	442,665	330,233	382,798	327,431	196,807	196,807	192,130	196,807	192,130	196,807	192,130	192,130
709,644	601,336	606,845	104,585	101,379	140,740	396,327	380,430	441,685	430,774	377,571	377,571	229,161	229,161	232,167	229,161	232,167	229,161	232,167	232,167
568,282	555,087	588,061	106,641	106,246	118,173	403,646	406,283	480,847	430,844	379,789	362,367	259,000	259,000	206,761	259,000	206,761	259,000	206,761	206,761
604,974	684,531	695,445	109,732	110,213	119,650	396,623	363,187	427,096	478,800	755,737	658,018	208,493	208,493	211,581	208,493	211,581	208,493	211,581	211,581
778,260	712,616	739,989	117,635	111,117	115,115	329,950	326,187	422,015	586,342	636,434	481,113	196,730	196,730	196,730	196,730	196,730	196,730	196,730	196,730
696,228	627,215	714,853	116,198	111,127	118,572	353,569	378,880	529,890	525,365	661,020	506,557	229,090	229,090	229,090	229,090	229,090	229,090	229,090	229,090
841,363	899,051	834,308	129,096	118,407	137,341	473,546	467,990	529,890	525,365	661,020	506,557	229,090	229,090	229,090	229,090	229,090	229,090	229,090	229,090
979,400	901,325	142,014	132,968	132,968	132,968	490,772	511,477	511,477	1,065,313	908,313	808,313	264,690	264,690	264,690	264,690	264,690	264,690	264,690	264,690
914,406	903,225	135,376	135,376	135,376	135,376	438,873	438,873	438,873	1,065,313	908,313	808,313	264,690	264,690	264,690	264,690	264,690	264,690	264,690	264,690
814,413	811,707	144,023	144,023	144,023	144,023	438,873	438,873	438,873	1,065,313	908,313	808,313	264,690	264,690	264,690	264,690	264,690	264,690	264,690	264,690
696,677	697,750	110,837	141,376	141,376	141,376	374,542	423,735	423,735	406,163	529,758	255,736	255,736	255,736	255,736	255,736	255,736	255,736	255,736	255,736
8,523,482	8,678,958	1,391,345	1,418,865	1,418,865	1,418,865	4,719,163	4,791,895	4,791,895	7,250,668	7,421,061	2,833,480	2,833,480	2,833,480	2,833,480	2,833,480	2,833,480	2,833,480	2,833,480	2,833,480
<b>Ohio &amp; Mississippi.</b>				<b>Pacific of Mo.</b>				<b>St. L. Alton &amp; T. Haute.</b>				<b>Toledo, Wab. &amp; Western.</b>				<b>Union Pacific.</b>			
1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
(340 m.)	(383 m.)	(355 m.)	(355 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(521 m.)	(521 m.)	(521 m.)	(521 m.)	(1038 m.)	(1038 m.)	(1038 m.)	(1038 m.)
\$196,787	\$41,961	\$202,447	\$218,735	\$92,181	\$126,218	\$132,622	\$152,392	143,468	\$284,192	\$257,665	365,174	\$528,529	\$479,574	\$528,529	\$479,574	\$528,529	\$479,574	\$528,529	\$479,574
28,254	258,551	267,867	236,341	95,665	126,218	127,817	158,788	124,810	240,394	263,645	328,791	500,139	373,934	500,139	373,934	500,139	373,934	500,139	373,934
253,065	284,590	295,566	319,964	102,583	144,637	175,950	172,216	154,697	342,704	295,298	393,455	535,298	499,596	535,298	499,596	535,298	499,596	535,298	499,596
210,938	243,650	279,543	285,416	101,965	129,659	171,868	172,347	149,392	311,852	318,659	444,310	680,570	680,570	680,570	680,570	680,570	680,570	680,570	680,570
242,361	222,265	282,996	284,732	94,361	129,659	157,397	155,312	132,930	312,934	312,934	453,069	684,247	684,247	684,247	684,247	684,247	684,247	684,247	684,247
249,987	189,411	2,948	275,329	116,342	144,736	151,332	150,719	139,761	348,890	348,892	438,914	746,450	728,174	746,450	728,174	746,450	728,174	746,450	728,174
300,971	288,489	325,044	329,270	122,000	131,489	144,164	129,567	152,571	310,800	322,756	553,994	648,458	648,458	648,458	648,458	648,458	648,458	648,458	648,458
318,957	337,649	321,649	324,124	124,004	131,489	186,888	167,305	152,571	450,246	466,431	552,079	661,050	661,050	661,050	661,050	661,050	661,050	661,050	661,050
353,587	339,091	327,969	327,969	127,069	131,489	202,388	175,453	152,571	470,720	508,042	552,079	661,050	661,050	661,050	661,050	661,050	661,050	661,050	661,050
316,054	331,490	327,969	327,969	127,069	131,489	204,552	163,984	152,571	422,308	451,283	552,079	661,050	661,050	661,050	661,050	661,050	661,050	661,050	661,050
250,471	287,895	327,969	327,969	127,069	131,489	189,351	162,099	152,571	383,378	425,087	552,079	661,050	661,050	661,050	661,050	661,050	661,050	661,050	661,050
250,471	287,895	327,969	327,969	127,069	131,489	186,559	157,794	152,571	484,283	586,254	552,079	661,050	661,050	661,050	661,050	661,050	661,050	661,050	661,050
4,188,177	3,518,463	3,518,463	3,518,463	1,343,632	1,885,503	2,014,432	1,885,503	1,885,503	4,252,342	4,252,342	4,252,342	7,522,119	7,522,119	7,522,119	7,522,119	7,522,119	7,522,119	7,522,119	7,522,119



## RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

COMPANIES.		Stock Out- stand- ing.	DIVIDEND.		Periods.	Last paid.			
For a full explanation of this table, see Railway Monitor, on the preceding page.			Last paid.			Date.			
Rate.		COMPANIES.	Stock Out- stand- ing.	DIVIDEND.		Last paid.			
Rate.				Last paid.		Date.			
Rate.		For a full explanation of this table, see Railway Monitor, on the preceding page.		Last paid.		Date.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
Rate.		Rate.		Rate.		Rate.			
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## STATE BONDS.

DENOMINATION. Marked thus * are in default for interest	Amount Outstanding	INTEREST.		Princi- pal Due.	DENOMINATION. Marked thus * are in default for interest	Amount Outstanding	INTEREST.		Princi- pal Due.
		Rate	Payable				Rate	Payable	
<b>State Securities.</b>					<b>MICHIGAN (Jan. 1, '71) \$2,342,000:</b>				
Alabama (Oct. 1, '70) \$1,162,800:					Renewal Loan Bonds.....	160,000	6	Jan. & July	1878
do do (extended).....	1,941,000	5	May & Nov.	1872	Two Million Loan.....	1,621,000	6	do	72-'83
do do (do).....	473,500	5	do	1883	War Bounty Bonds.....	478,000	7	May & Nov	1890
Sterling bonds of 1870.....	688,000	5	June.	1870	Ste Marie Canal Bonds.....	83,000	6	Jan. & July	1879
Sterling Bonds (extended).....	712,800	5	Jan. & July	1886	<b>MINNESOTA (Dec. '70) \$350,000:</b>				
do do.....	82,500	5	do	1886	State Buildings Loans.....	100,000	7	Jan. & July	1877
New Bonds, 1866 & 1865.....	1,477,700	8	Jan. & July	'86-'83	do do.....	100,000	7	do	1879
New Bonds, 1870, 1869.....	300,000	8	Jan. & July	1869	do do 1869.....	50,000	7	do	1879
Endorsement for RR's (about).....	8,483,000	8	.....	1889	Sionix War Loan 1862.....	100,000	7	May & Nov	1872
<b>ARKANSAS (Aug. '71) \$7,350,000:</b>					<b>MISSOURI (Jan. 1, '71) \$20,566,000:</b>				
Pending bonds of 1869.....	3,600,000	6	Jan. & July	99-1900	State Bonds.....	438,000	6	Jan. & July	1878
Bonds yet unfunded.....	1,450,000	.....	.....	.....	Bonds of 1868.....	2,747,000	6	do	1877
Memphis & Little Rock.....	1,000,000	.....	.....	.....	Bonds to North Mo. RR.....	2,962,000	6	do	74-'88
Little Rock & Fort Smith.....	900,000	.....	.....	.....	Bonds to Cairo & Fulton RR.....	392,000	6	do	77-'89
Little Rock & Pine Bluff & N. O. R.R.....	2,400,000	7	Apr. & Oct.	1900	Bonds to Platte Co RR.....	501,000	6	do	78-'90
Miss., Ouachita & Red R.....	450,000	.....	.....	.....	Bonds to Iron Mountain RR.....	2,359,000	6	do	74-'89
Arkansas Central.....	150,000	.....	.....	.....	Pacific RR.....	5,419,000	6	do	74-'89
<b>CALIFORNIA (April, '71) \$1,122,500:</b>					S. W. Br. Pacific RR.....	1,456,000	6	do	1876
Civil Bonds of 1857..... (g. bl.)	2,138,000	7	Jan. & July	1877	S. W. Br. Pacific RR (guar).....	1,539,000	7	do	1876
do do of 1860..... (g. bl.)	135,500	7	do	1880	Hannibal & St. Joseph RR.....	3,000,000	6	do	73-'87
Soldiers' Relief Bonds.....	424,500	7	do	1883	<b>NEVADA (Dec. 1870) \$200,000:</b>				
do Bounty Bon. s.....	805,000	7	do	1884	Bonds of 1867.....	500,000	15	Jan & July	1872
<b>CONNECTICUT (Apr. 1, '71) \$6,550,900:</b>					<b>N. HAMPT. (Jan. '71) \$2,402,000:</b>				
War Bonds (July, '61) 10-20 y ar.....	6	Jan. & July	71-'81		War Debt of July, '61-'62.....	899,200	6	Jan. & July	71-'78
do do (Jan. '63) 20 y ar.....	6	do	1883		do of Sept. 1, 1864.....	600,000	6	Mar & Sep.	84-'89
do do (Jan. '61) 20 y ar.....	6	do	1884		do of July 1, 1866.....	1,000,000	6	Apr. & Oct.	71-'74
do do (Jan. '61) 10 or 20 y.....	6	Apr. & Oct.	74-'94		<b>N. JERSEY (Feb. '71) \$7,896,300:</b>				
do (non-taxab.) (Oct. '65) 20 y.....	6	do	1885		War Bonds of 1861 (tax free).....	1,399,900	6	Jan. & July	70-'84
<b>FLORIDA (Jan. '71) \$747,367:</b>					do of 1863 (tax free).....	1,072,900	6	do	86-'96
State Bonds.....	747,367	7 & 8	June & Dec	'96-'98	do of 1864.....	593,400	6	do	97-'02
<b>GEORGIA (July, '71) \$6,262,900:</b>					<b>N. YORK (Oct. 1870) \$38,641,606:</b>				
Western & Atlantic RR. Bonds.....	100,000	7	Jan. & July	1872	Bounty Fund Bonds, coupon.....	1,478,000	7	Jan. & July	1877
do do do.....	176,000	7	May & Nov.	1874	do do, registered.....	21,039,000	7	do	1877
do do do.....	896,000	6	Jan. & July	72-'74	General Fund Bonds.....	1,910,000	6	do	Will.
do do do.....	75,000	6	May & Nov	1874	do do.....	80,000	6	do	1878
Atlantic & Gulf RR. Bonds.....	800,000	6	Feb. & Aug.	78-'86	do do.....	900,000	5	do	1875
Bonds, per act March 12, 1866.....	3,700,000	7	Jan. & July	76-'87	do do.....	348,000	5	do	Will.
Funding bonds of 1870, (g. bl.).....	3,000,000	7	J. A. J. & O	1890	do do (no interest).....	51,500	.....	.....	.....
Railroad endorsements.....	7,545,900	.....	.....	.....	Canal Fund Stock.....	2,357,900	6	J. A. J. & O.	1872
<b>ILLINOIS (Mar. 1871):</b>					do do.....	5,150,100	6	Various.	1873
Interest Bonds of 1817.....	980,696	6	do	1878	do do.....	2,095,000	6	Apr. & Oct.	1874
Interest stock of 1847.....	131,311	6	do	1878	do do.....	473,000	6	do	1875
R. fund-d Stock bonds.....	348,000	6	do	var.	do do.....	880,000	6	June & Dec.	1877
Normal University bonds.....	45,000	6	do	1880	do do.....	1,000,000	5	Jan. & July	1874
Thompson Loan bonds.....	113,000	6	Mar. & Sep.	1880	<b>NORTH CAROLINA (Oct., '70):</b>				
War Bonds.....	416,900	6	Jan. & July	1880	Railroad Bon. s, old.....	4,738,800	.....	Jan. & July	68-'98
<b>KANSAS (Jan. '71) \$1,311,975:</b>					Railroad Bonds, new.....	3,639,400	.....	Apr. & Oct.	68-'98
Civil Bonds, 1861 to 1869.....	990,475	6 & 7	Jan. & July	76-'85	do do.....	2,626,000	.....	Jan. & July	68-'98
Military.....	316,000	7	do	1859	do do.....	1,739,000	.....	Apr. & Oct.	68-'90
<b>KENTUCKY (Oct., '70) \$1,421,391:</b>					Funding Bonds, since war.....	2,417,400	.....	Jan. & July	1890
Bonds of 1841-'42.....	913,000	6	Apr. & Oct.	71-'74	do do do.....	1,721,400	.....	Apr. & Oct.	1899
Bonds of 1843.....	66,000	5	Mar. & Sept.	1873	Other bonds do do.....	383,000	.....	Jan. & July	1898
Bonds of 1845.....	94,000	5	Apr. & Oct.	1871	do do do.....	100,000	.....	Apr. & Oct.	1898
Bond for Military Purposes.....	30,800	6	Various.	1895	Special Tax Bonds do.....	11,407,000	.....	do	1898
Bonds held by State of Education.....	1,648,283	.....	.....	.....	<b>OHIO (Nov., '70) \$9,732,077:</b>				
<b>LOUISIANA Dec. '70 \$7,127,800:</b>					Loan due after 31st Dec., 1870.....	1,284,317	6	Jan. & July	1870
Courtesy Hospital.....	70,000	5	Mar. & Sept.	1872	do do 31st Dec., 1875.....	1,600,000	6	do	1875
1863, Relief of State Treasury.....	750,000	6	Jan. & July	1893	do do 30th June, 1881.....	4,955,309	6	do	1881
Bonds to various rail roads.....	2,495,000	6	Various.	69-'76	do do 31st Dec., 1886.....	2,400,000	6	do	1886
1875, Levee Bonds.....	1,000,000	8	Various.	1886	Domestic Bonds (Union Loan).....	366,975	6	May & Nov	1871
1877, do do.....	4,000,000	6	May & Nov.	1907	<b>OREGON (Sept. '70) \$106,633:</b>				
1870, do do.....	3,000,000	8	Mar. & Sep.	1875	Relief and Bounty Bonds.....	106,632	7	Jan. & July	73-'85
1896, Funding Bonds.....	997,340	6	Jan. & July	86-'88	<b>PENNA (Dec 1 70) \$31,107,168:</b>				
Bond & Treasury Bonds.....	85,000	8	Jan. & July	1890	Loan of Dec 1 1870.....	562,410	5	Jan. & July	1870
Relief of P. J. Keaneley.....	131,000	8	Jan. & July	1890	Inclined Plane (1849).....	400,000	6	Apr. & Oct.	1879
1869, Centennial Bonds.....	50,000	7	Mar. & Sept.	1909	Coupon Bonds (1852).....	384,000	5	Jan. & July	1882
do Fund Float g. Debt, &c.....	3,000,000	6	May & Nov.	1910	do do.....	112,000	4 1/2	do	1882
Miss. & Mex. Gulf Ship Can. 1869.....	471,000	7 1/2	Mar. & Sep.	1899	do do.....	3,105,000	5	Feb. & Aug	1877
N. Louisiana & Texas RR, 1869.....	546,000	8	Apr. & Oct.	1909	do do (1859).....	272,000	5	do	1875
<b>MAINE (Jan. 1, '71) \$4,007,900:</b>					Military Loan (1861).....	2,769,250	6	do	1871
Civil Loan Bonds, 1855-61.....	351,000	6	Various.	70-'78	Stock Loan (1867).....	4,714,500	6	do	1872
War Loan of 1861.....	800,000	6	do	1871	do do.....	7,890,550	6	do	1877
do do of 1862.....	525,000	6	Mar. & Sept.	1883	do do.....	90,400	5	do	1877
Bounty Loan of 1863.....	475,000	5	Feb. & Aug.	1880	do do.....	9,237,050	6	do	1882
War Loan of 1864.....	2,832,500	6	June & Dec.	1889	do do.....	726,900	5	do	1882
Municipal War Deb s assumed.....	3,814,400	6	Apr. & Oct.	1889	<b>RH. ISL. (April, '70) \$2,916,500:</b>				
<b>MARYLAND (Oct., '70) \$13,717,477:</b>					War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882
Baltimore & Ohio RR sterling.....	2,288,888	5	Jan. & July	1890	do do of 1863.....	239,000	6	Apr. & Oct.	1883
do do converted.....	418,500	5	J. A. J. & O.	1890	do do of 1863.....	736,000	6	Jan. & July	1893
Chesapeake & Ohio Canal, st'g.....	1,853,345	5	Jan. & July	1890	do do of 1864.....	841,000	6	Feb. & Aug	1894
do do converted.....	1,687,345	5	J. A. J. & O.	1890	<b>S. CAROLINA (Nov '70) \$7,665,908:</b>				
do do 1881.....	1,403,746	6	do	1870	Fire Loan Stock (act. '38).....	303,340	5	Jan. & July	1870
Baltimore & Susq RR.....	269,000	3	do	1890	do Bonds (lien on Bank).....	484,000	6	do	1898
do do.....	429,000	6	do	1880	State House (1849) (act. 50-'63).....	1,474,332	6	do	77-'90
Annap. & Elkridge RR.....	35,240	5	do	1889	Blue Ridge RR b s (act '54).....	920,000	6	do	74-'78
Susq. & Tide W. Canal, sterling.....	77,000	5	Jan. & July	1895	Conversion stock of 1868.....	64,000	6	do	1888
do do converted.....	215,622	5	J. A. J. & O.	1895	Funded debt of '68.....	1,131,700	6	do	88-'97
Eastern Shore RR.....	20,131	5	do	1890	Bonds 1868-69.....	8,193,900	6	J. A. J. & O	78-'89
Bounty Loan.....	3,611,390	6	Jan. & July	1883	<b>TENNESSEE (Oct. '70) \$58,539,602:</b>				
S. Union Relief bonds.....	10,000	6	do	1873	Bonds loaned to RR's, etc.....	24,008,500	6	Jan. & July	Long
<b>MASSACHUSETTS (Ja. 1, '71) \$23,318,348:</b>					Bonds endorsed for RR's, etc.....	2,172,000	6	do	Long
State Almshouse Loan.....	\$100,000	5	May & Nov.	1872	Funded Interest (new bonds).....	4,069,503	6	do	Long
do do do.....	110,000	5	Apr. & Oct.	73-'74	State Bonds (debt proper).....	1,706,000	6	Apr. & Oct.	Var
Lunatic Hospital, &c., Loan.....	165,000	5	do	73-'74	do do (do).....	239,166	5 1/2	do	Var
Lunatic Hospital, &c., Loan.....	94,000	5	Jan. & July	1874	do do (do).....	1,398,640	5	do	Var
Lunatic Hospital (West. Mass.).....	50,000	5	June & Dec	1870	At int. unfunded to Jan. 1871.....	4,191,861	.....	.....	.....
Loan, funding Public Debt.....	100,000	6	June & Dec.	1872	Bank of Tennessee Notes.....	1,500,000	.....	.....	.....
Back Bay Lands Loan.....	220,000	5	May & Nov.	1882	<b>VERMONT (Feb. '71) \$1,226,000:</b>				
Union Fund Loan.....	3,000,000	6	Jan. & July	71-'76	War Loan Bonds, coupon.....	1,025,000	6	Jan. & Dec.	71-'78
do do do.....	60,000	5	do	77-'78	do do reg.....	201,000	6	do	71-'78
Coast Defense Loan.....	888,000	5	do	1883	<b>VIRGINIA, Jan. '71 (47,590,839):</b>				
Bounty Fund Loan.....	200,000	5	do	1884	Old Bonds, coupon.....	11,108,000	6	Jan. & July	Long.
Bounty Fund Loan.....	4,383,500	5	May & Nov.	1894	Old Bonds, registered.....	21,617,578	6	do	Long.
do do do (sterling).....	4,000,744	5	do	1894	do do do.....	63,000	5	do	Long.
War Loan (currency).....	3,505,000	6	Apr. & Oct.	1888	Old Bonds, sterling coupon.....	1,885,000	5	do	Long.
Troy & Greenl. RR. Loan (st'g).....	554,180	5	Apr. & Oct.	88-'90	Funding Bonds, 8 1/2, coupon.....	1,478,000	6	Jan. & July	.....
do do (home).....	966,500	5	do	88-'90	do do do reg. st'ed.....	1,872,068	6	do	.....
do do (sterling).....	2,952,400	5	do	91-'93	do do do 1867 coupon.....	1,888,500	6	do	



The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, September 22, 1871.

During the past week, the markets for leading staples of domestic merchandize have been unsettled in tone and irregular in prices; perhaps they be best described as having been "feverish." Contending influences have been at work and there has been no regular action to trade. This was well illustrated, yesterday, when cotton was firmer for future delivery, but lower on the spot. In Breadstuffs, too, a decline abroad has been attended by some advance in this market, owing to various local causes. Groceries have been very unsettled, many holders endeavoring to secure higher prices. The advance in gold at the middle of the week was nearly neutralized in its effect by dearer money and depression in Exchange, and the advance which has taken place in leading staples since the beginning of September causes most buyers to move with caution.

In provisions, we notice some improvement in hog products, but more in regular demand than in prices. The sales have been large both to shippers and the local trade, but the supply has increased with the demand, and it would appear that the 'crop of hogs in the country is being sent to market unusually early. The exports of lard to foreign ports from this market since the first of July last, reach the enormous aggregate of about *eighty-six thousand tierces*, and yet the supply has been so great that it has been impossible to effect any material advance in prices. Bacon, however, has been scarce this week, and prices are higher. At the close, current quotations were : for mess pork, \$13 50 ; for prime pork, \$10@10 50 ; for prime steam lard, 9½¢ ; for long clear bacon, 8½¢. Beef has been in good demand, with new bringing very full prices. Butter in the face of large receipts, has advanced 2@4¢ per pound. Cheese has been excited by the advance in the Liverpool quotation to 56s, or 7s above the quotation early in the month, and fine factories have advanced to 13¢ per lb.

Freights have been dull and rates for grain to British ports have materially declined but the close is firm. The Liverpool steamers yesterday and to-day took corn at 10J, wheat at 10J and cheese 45s, while vessels to Cork for orders accepted 8s 6d. The easier rates have brought forward exporters of Petroleum, who have taken up several vessels at 6s@6s 3d to direct ports.

Hops have been firm but rather slow of sale. Choice new have brought 60c., both on the spot and for October delivery, and prime yeastings sold at 30c. Shipping Hay is higher at \$1 10@1 15 per 100 lbs. Whiskey has advanced to 95c. Fruits and Fish have been doing rather better. Tallo<sup>w</sup> has been dull, but closes with rather more doing at 9½@9¾c. for prime eastern and city.

Wool has been more active, but at somewhat easier prices, the principal sales being Mestiza at 30@32c., Cape at 38@40c., Montevideo at 34@38c., 59½c. for State fleece, and 60@61c. for super pulled.

Tobacco has been fairly active and firm. In Kentucky Leaf the sales have been about 900 hhds., of which the bulk was to the home trade, but including some lines for export; prices rule very firm at 7@8½c. for lugs, and 8½@14c. for leaf, common to fine. Seed leaf has been very active and strong; sales embrace 500 cases State at 27½@35c.; 700 do. Ohio, 23@24c.; 1,250 cases State, 28@38c.; 100 do. Ohio, 20@24c.; 75 cases Connecticut wrappers, private terms, and 200 cases sundries, 30@55c. Of Havana, the sales have been 450 bales at 95c.@\$1 05, currency, duty paid.

Petroleum has advanced to 24½c. for refined for this months delivery; crude quoted at 14½c. Rosin has been in good demand, both for stained and the finer grades; strained sold to-day at \$3 13@ \$3 25; pale has sold at \$9. Spirits Turpentine has declined, but with a good business; sales to-day at 58½@60c. here, 59c. to arrive, and 58c. sellers option all the year. Tar has sold at \$3 for Wilmington. Oils have been more active for sperm, whale and lard, and linseed has advanced to 84c, in casks, from crushers. Hides have remained steady in price. The market for metals has shown no new feature. East India goods are quiet,

### Exports of Leading Articles from New York

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1871, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show *total values*, including the value of all other articles besides those mentioned in the table.

ARTICLES.		EXPORTS SINCE JANUARY 1 TO																	Total this week.	Total since January 1, 1871.	Same time last year.	
		Great Britain.	France.	Holland & Belg.	Germany.	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Australia.	Br. N. A. Colonies.	Cuba.	Havti.	Other W. Indies.	Mexico.	British Guiana.	Brazil.	Other S. American.	All other Ports.			
Breadstuffs—Flour . . . . .	bbls.	532,327	26,074	44,099	557	7,900	6,552	457,371	...	...	207,639	2,079	30,687	213,767	4,595	39,427	44,575	60,987	10,179	1,251,396	1,351,396	1,384,556
Corn meal . . . . .	bbls.	250	...	...	...	...	...	...	...	...	24,658	1,351	...	58,789	...	...	...	230	...	73,753	140,828	126,746
Wheat . . . . .	bush.	11,573,189	689,698	11,022,602	230,643	7,075	147	...	...	...	...	...	...	...	...	...	...	7,505	...	64,226	285,408	63,734
Rye . . . . .	bush.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	9
Barley . . . . .	bush.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	9
Oats . . . . .	bush.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	689	15,472
Peas . . . . .	bush.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	15,472
Candies . . . . .	bx.	17,880	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160,708	8,022,847
Coal . . . . .	tons.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,210	3,127,170
Confce . . . . .	bags.	1,978	506	3,847	4,957	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,536	68,506
Cotton . . . . .	bales.	389,304	6,583	13,847	18,717	1,903	200	1,220	...	...	...	...	...	...	...	...	...	...	...	...	950	37,659
Drugs . . . . .	pages.	3,480	293	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	373	37,871
Wool . . . . .	pages.	3,777	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,350	11,485
Wool—S. Turp. . . . .	bbls.	3,727	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	24,967
Resin . . . . .	bbls.	78,127	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	75	49,467
Tur . . . . .	bbls.	3,500	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	431,915
Oil cake . . . . .	100 lbs.	796, 72	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8,381	36,715
Oil—Petroleum . . . . .	galls.	6,388,691	3,402,160	7,047,650	1,672,760	2,039,347	13,553,842	104,120	1,875,563	21,389	1,056,481	31,938	540,651	191,648	34,700	667,575	587,391	1,551,626	10,554	890,371	60,538,317	62,421,633
Whale . . . . .	galls.	1,575	211,219	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,375	3,310
Sperm . . . . .	galls.	539,611	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	190,750	391,456
Lard . . . . .	galls.	116	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,341	3,450
Beef—Bacon . . . . .	galls.	3,397	3,887	85,842	17	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160	17,840
Butter . . . . .	galls.	30,415	20,823	205	2,472	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,033	133,512
Cheese . . . . .	100 lbs.	403,059	5,770	41,793	48,905	3,456	8,184	21	...	...	...	...	...	...	...	...	...	...	...	...	1,984	64,124
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,687	101,106
Wool . . . . .	100 lbs.	496,639	56,765	86,039	165,543	13,333	22,260	21	...	...	...	...	...	...	...	...	...	...	...	...	1,016	60,409
Rice . . . . .	100 lbs.	38,467	...	...	...	...	...	...	...	...	...	...	...									





showery. The rain appears to have avoided Selma, as it has been cool and dry there, but cloudy during the week: while at Montgomery it has rained on three days. Our Montgomery dispatch also states that the caterpillars have certainly appeared in that vicinity, but do not seem as yet to have done any material injury. At Columbus it has also rained three days, with warm days and cold nights. From Macon we learn that it has been showery five days; there is great complaint of the rain, our telegram from that point states, and of the rotting of the partially open bolls. As the week closes there has been a favorable change in the weather. At Savannah it has rained on every day but one of the week, and at Charleston it has been sultry and wet all the time: our telegram from each of these points, however, states that the week closes with a decided improvement in the weather. Our dispatch from Augusta does not refer to any rain, but says it has been cool, and picking is progressing slowly. At Memphis and Nashville there has been no rain; the picking has progressed satisfactorily, and the condition and prospects of the crop in that vicinity are unchanged.

Mr. William P. Wright's New York Cotton Circular, which he has issued for nearly thirty years, has been discontinued this week. We only express a feeling which is very generally felt when we say that its familiar appearance will be greatly missed. It always contained, in a very convenient form, the substance of the week's information with regard to cotton, while the opinions expressed were conservative, not speculative, and, therefore, unusually reliable. We are glad to know that Mr. Wright will still continue in active business, and that he only discontinues his circular because he feels that in these times of rapid communication he can better serve his customers through the telegraph and cable.

**GUNNY BAGS, BAGGING, &c.**—The demand for cloth the past week has been extremely light, and not a single sale of a round lot is reported; the quotation is, however, firm, and most holders express themselves confident of an improved demand, and better prices later on. We quote native, 16c.; Borneo, 17½@18c.; domestic, 18c.; Dundee, 1½ lbs., 18c.; 1½ lbs., 16c.; 1½ lbs., 14c. Bags are held above the views of buyers, and business is restricted; quotations are nominally 14½@15c., for 4-40s. Hemp is rather quiet, but prices are pretty steady. The sales reported since our last are as follows: 1,000 bales, to arrive in Boston, per "Imperial," at 13½c., gold, and 200 bales, per "John Temperly," at 13½c., gold. The market is quoted steady at 13½@14c. here. Jute is in fair demand, and sales have been made here of 300 bales at 6½c., 200 bales at 6½c., both currency, and to arrive in Boston, 1,000 bales, per "Cromwell," on private terms. Jute Butts are quiet, on spot, with sales of 600 bales, per "Roslyn Cattle," at 3½c., 30 days, and 1,800 bales, future shipments, 250 bales per month, on private terms.

**VISIBLE SUPPLY OF COTTON.**—The following table shows the quantity of cotton in sight at this date of each of the two past seasons:

	1871.	1870.
Stock in Liverpool..... bales.	467,000	487,000
Stock in London.....	105,123	32,640
Stock in Glasgow.....	150	500
Stock in Havre.....	69,610	180,630
Stock in Marseilles.....	20,918	13,000
Stock in Bremen.....	44,889	15,078
Stock rest of Continent.....	98,000	35,000
Afloat for Great Britain (American).....	58,000	25,000
Afloat for France (American and Brazil).....	12,633	6,679
Afloat for Bremen (American).....	1,440	none
Total Indian cotton afloat for Europe*.....	715,464	432,467
Stock in United States ports.....	88,384	72,426
Stock in inland towns.....	12,304	16,684
<b>Total.....</b>	<b>1,693,915</b>	<b>1,317,104</b>

\*This item includes all India cotton afloat for Europe, and also all cotton afloat for Liverpool other than American.

These figures indicate an *increase* in the cotton in sight to-night of 376,811 bales compared with the same date of 1870.

**MOVEMENTS OF COTTON AT THE INTERIOR PORTS.**—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1870:

	Week ending Sept. 22, 1871.			Week ending Sept. 22, 1870.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	1,353	1,265	3,186	3,669	1,728	3,277
Columbus.....	473	304	1,591	1,893	1,229	2,244
Macon.....	407	228	1,970	3,442	1,992	3,390
Montgomery.....	1,033	446	2,253	2,153	1,396	2,244
Selma.....	1,050	714	1,078	1,481	1,001	2,300
Memphis.....	1,756	1,066	2,048	1,085	2,533	1,362
Nashville.....	191	277	178	136	266	1,867
<b>Total.....</b>	<b>6,313</b>	<b>4,300</b>	<b>12,304</b>	<b>13,859</b>	<b>10,145</b>	<b>16,684</b>

The above totals show that the interior stocks have decreased during the week 1,013 bales, and are to-night 4,383 bales less than at the same period last year. The receipts have also been 7,546 bales less than the same week last year.

The exports of cotton this week from New York show a decrease since last week, the total reaching 3,644 bales, against 7,924 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1871; and in the last column the total for the same period of the previous year:

# Exports of Cotton (bales) from New York since Sept. 1, 1871

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	Aug. 26.	Aug. 31.	Sept. 9.	Sept. 16.		
Liverpool.....	8,631	2,208	7,924	3,644	14,232	8,922
Other British Ports.....	.....	.....	.....	.....	.....	.....
<b>Total to Gt. Britain.....</b>	<b>8,631</b>	<b>2,208</b>	<b>7,924</b>	<b>3,644</b>	<b>14,232</b>	<b>8,922</b>
Havre.....	.....	.....	.....	.....	.....	.....
Other French ports.....	.....	.....	.....	.....	.....	.....
<b>Total French.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
Bremen and Hanover.....	.....	.....	.....	.....	.....	.....
Hamburg.....	.....	.....	.....	.....	.....	.....
Other ports.....	.....	.....	.....	.....	.....	.....
<b>Total to N. Europe.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
Spain, Oporto & Gibraltar &c.	.....	.....	.....	.....	.....	.....
All others.....	.....	.....	.....	.....	.....	.....
<b>Total Spain, &amp;c.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
<b>Grand Total.....</b>	<b>8,631</b>	<b>2,208</b>	<b>7,924</b>	<b>3,644</b>	<b>14,232</b>	<b>8,922</b>

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, 1871.

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	1,391	3,668	.....	225	.....	.....	.....	.....
Texas.....	488	913	.....	.....	.....	.....	.....	.....
Savannah.....	992	2,156	.....	2	292	292	46	46
Mobile.....	453	1,047	.....	.....	.....	.....	.....	.....
Florida.....	39	35	.....	.....	.....	.....	.....	.....
S'th Carolina.....	1,499	1,923	.....	.....	.....	.....	.....	.....
N'th Carolina.....	518	742	.....	.....	124	124	39	36
Virginia.....	1,246	1,826	79	341	.....	.....	207	228
North'm Ports.....	17	110	465	857	.....	.....	.....	.....
Tennessee, &c.....	815	2,978	292	527	322	418	516	910
Foreign.....	93	93	.....	.....	476	476	.....	.....
<b>Total this year.....</b>	<b>7,391</b>	<b>15,494</b>	<b>836</b>	<b>1,953</b>	<b>1,060</b>	<b>1,310</b>	<b>831</b>	<b>1,124</b>
<b>Total last year.....</b>	<b>14,153</b>	<b>38,279</b>	<b>2,365</b>	<b>7,019</b>	<b>706</b>	<b>1,530</b>	<b>970</b>	<b>1,671</b>

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 9,985 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York we include the manifests up to last Saturday night: Total bales. New York—To Liverpool, per steamers Colorado, 1,051. England, 682. City of Brussels, 507. City of Baltimore, 442. Parthia, 197. Cuba, 188. per ship Bridgewater, 125. 3,644. NEW ORLEANS—To Liverpool, per steamers St. Louis, 3,899. Fire Queen, 1,978, and 3 bags seed cotton. 5,818. TEXAS—To Liverpool, per brig Hermann, 523. 523.

**Total.....** 9,985  
The particulars of these shipments, arranged in our usual form are as follows:

	Liverpool.	Total.
New York.....	3,644	3,644
New Orleans.....	5,818	5,818
Texas.....	523	523
<b>Total.....</b>	<b>9,985</b>	<b>9,985</b>

**GOLD, EXCHANGE AND FREIGHTS.**—Gold has fluctuated the past week between 113½ and 115, and the close was 114½. Foreign Exchange market is strong and higher to-day, owing to the easier condition of the gold loan market. The following were the last quotations: London bankers', long, 108½@108¾; short, 109¼@109½, and Commercial, 108¾@—. Freights closed at ½d. by steam and 3-16d. by sail to Liverpool, 1c. gold by steam and ¾c. by sail to Havre, and ¼d. by steam to Hamburg.

**BY TELEGRAPH FROM LIVERPOOL.**—

Liverpool, Sept. 22—4:30 P. M.—The market opened quiet and closed heavy, with sales amounting to 8,000 bales, including 1,500 bales for export and speculation. The sales of the week have been 65,000 bales, of which 9,000 bales were taken for export and 11,000 bales on speculation. The stock in port is 467,000 bales, of which 207,000 bales are American. The stock of cotton at sea bound to this port is 550,000 bales, of which 58,000 bales are American.

	Sept. 1.	Sept. 8.	Sept. 15.	Sept. 22.
Total sales.....	124,000	119,000	77,000	65,000
Sales for export.....	11,000	10,000	9,000	9,000
Sales on speculation.....	31,000	26,000	14,000	11,000
Total stock.....	561,000	521,000	498,000	467,000
Stock of American.....	249,000	231,000	222,000	207,000
Total afloat.....	488,000	529,000	544,000	550,000
American afloat.....	67,000	58,000	51,000	58,000

The following table will show the daily closing prices of cotton for the week:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Uplands.....	9½@9¾	9½@9¾	9½@9¾	9½@9¾	9½@9¾	9½@9¾
" Orleans.....	9½@9¾	9½@9¾	9½@9¾	9½@9¾	9½@9¾	9½@9¾
" Up. to arrive.....	.....	.....	.....	.....	.....	.....

Trade Report.—The market for yarns and fabrics at Manchester is less favorable.

**EUROPEAN AND INDIAN COTTON MARKETS.**—In reference to these markets our correspondent in London, writing under the date of Sept. 9, states:

**LIVERPOOL, Sept. 9.**—The following are the prices of American cotton compared with those of last year:

	—Ord. & Mid.—		—Fair & G'd fair—		—G'd fair & Fair—		—Same date 1870—	
	Ord.	Mid.	Fair	G'd fair	Fair	G'd fair	Mid.	Fair.
Sea Island.....	11	18	23	25	33	32	15	18
Stained.....	11	18	23	25	33	32	15	18
Ord. G. Ord. L. Mid.	8½	8½	9½	9½	9½	9½	9½	9½
Upland.....	8½	8½	9½	9½	9½	9½	9½	9½
Mobile.....	8½	8½	9½	9½	9½	9½	9½	9½
N. Orleans & Texas.....	8½	8½	9½	9½	9½	9½	9½	9½

The following are the prices of middling qualities of cotton at this date and at the corresponding periods in the three previous years:

	1868.	1869.	1870.	1871.		1868.	1869.	1870.	1871.
Midland	d.	d.	d.	d.	Midland	10½	11½	9½	9
Sea Island	24	24	15	22	Pernambuco	10½	11½	9½	9
Upland	10½	13½	9½	9½	Egyptian	9	10½	7½	8½
Mobile	10½	13½	9½	9 9-16	Bracon	6½	9½	6	5½
Orleans	10½	13½	9½	9½	Dholerah	6½	9½	5½	5½

Since the commencement of the year the transactions on speculation and for export have been:

	1871.	1870.	1869.	1871.	1870.	1869.
American	308,340	152,340	165,000	279,017	82,649	142,700
Brazilian	96,310	11,980	33,410	43,222	32,788	48,050
Egyptian	23,631	5,290	19,700	9,256	4,577	7,900
W. Indian	8,580	1,111	1,920	5,400	4,944	12,480
E. Indian	70,310	81,300	237,480	212,266	110,917	447,300
Total	507,050	251,980	453,580	519,261	265,875	638,430

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

SALES, ETC., OF ALL DESCRIPTIONS.									
Sales this week.					Total				
Trade.	port.	Specu.	Specu.	Total.	Same	Average	Same	Average	Same
1871.	1870.	1870.	1870.	1870.	1871.	1870.	1871.	1870.	1870.
American	43,470	2,470	13,540	59,480	1,861,000	1,188,160	41,040	28,660	28,660
Brazilian	17,080	380	4,320	21,780	374,560	256,000	6,260	5,580	5,580
Egyptian	6,720	280	1,960	8,940	174,530	103,390	4,730	3,500	3,500
West Indian	3,260	120	160	3,540	80,760	36,000	1,740	760	760
East Indian	11,940	7,410	5,830	25,180	612,920	673,440	8,980	11,030	11,030
Total	82,470	10,660	25,810	118,940	3,109,230	2,278,030	62,740	49,530	49,530

Of the present stock of cotton in Liverpool 44 per cent is American against 37.75 per cent last year. Of Indian cotton the proportion is 24 per cent against 40 per cent.

LONDON, Sept. 9.—A good business has been transacted in cotton during the week, at an advance of ¼d. per lb. The following are the particulars of imports, deliveries and stocks:

	1869.	1870.	1871.
Imports, January 1 to Sept. 7	179,156	98,681	192,313
Deliveries, Sept. 7	2-1,614	188,285	156,013
Stocks, Sept. 7	38,933	32,640	105,123

HAYRE, Sept. 8.—The stock of cotton yesterday evening was 69,610 bales, of which 46,300 bales were American and 13,500 East Indian. It was estimated that 6,048 bales of American and 78,100 bales of East Indian produce were afloat to the port.

ALEXANDRIA, Aug. 25.—Business is quiet, but rather less dullness is apparent, and a slight improvement in prices has taken place.

## BREADSTUFFS.

FRIDAY P. M., September 22, 1871.

The market opened this week quite flat, but favored latterly by a decline in ocean freights, with very moderate offerings, there has been some improvement in prices of leading stuffs for export; the close, however, is irregular and unsettled.

The receipts of flour have continued barely equal to the wants of the market, and when ocean freights declined and brought buyers for shipment into the market on Wednesday, prices of the low and medium grades of State and Western flour recovered the decline which had been caused in the first half of this week by the general dullness which prevailed. The better demand, however, was freely met, and some reduction effected in stocks on hand, preparatory to the reception of more liberal supplies early in the season. The Liverpool quotation has been reduced a shilling. The Western millers do not appear to be increasing their production. To-day, with less confidence in an early advance in gold, and more steadiness in freights, with a check to the advance in wheat, the flour market closed dull, with common shipping extras selling as low as \$6 10 from the wharf, and good at \$6 25.

Wheat has advanced in the face of a considerable decline abroad. But sellers have been favored by a decline of twopence in ocean freights, with receipts so small that some difficulty has been experienced in filling freight engagements already made. Among the features of the market has been an increased demand for spring wheat of the new crop, shippers having bought freely "to arrive." There has also been more demand for fine white wheats to ship to the Continent, but red and amber winter wheats have been comparatively dull, with scarcely a quotable improvement, as the demand for them for export has been much less urgent. The receipts of wheat at the Western markets are now large in the aggregate, but are made up of less than the usual proportion of spring growth, the receipts at Toledo, Detroit and St. Louis

being mainly winter growths. To-day the market closed flat at \$1 45@1 46 for No. 2 spring; \$1 56 for No. 1 red winter, and \$1 60 for amber Michigan.

In corn there has been considerable speculation and a good local trade, with the export demand stimulated by the decline in ocean freights. The speculative demand has, however, been the controlling influence, and prices have consequently been very unsettled. To-day Western mixed sold at 72@72½c. in store, and 73@73½c. afloat, closing in both cases at the lower figures, under a firmer freight market, and yellow sold at 74½c.

Oats have been in large supply, and on Wednesday prices declined to 50c. for No. 2 Chicago, and 52c. for No. 1 Toledo, but there was a partial recovery yesterday, with some speculative action, but the market was very quiet to-day, with prices nominally unchanged.

Rye sold largely early in the week, for export and speculation, at 88@90c. for Western, but nothing has been done for several days, and this quotation must now be regarded as nominal.

Barley malt remains about steady. Western, 80@95c.; State and Canadian, 90c.@\$1 10. Barley malt selling moderately; 10,000-bush. prime Canada West sold yesterday at something under \$1 30.

The following are the closing quotations:

Flour—				Wheat, Spring, ... bush.	\$1 40@ 1 50
Superfine	50 bbl.	\$5 60@ 5 90		Red Winter	1 55@ 1 56
Extra State	60 bbl.	6 20@ 6 40		Amber do.	1 55@ 1 60
Extra Western, com-				White	1 60@ 1 70
mon.	6 10	2 6 35		White California	1 60@ 1 70
Extra and double extra				Corn, Western Mix'd.	72 @ 73
Western & St. Louis.	6 75	9 00		Yellow Western.	74½ @ 75
Southern shipp'g extras.	6 60	7 00		White Western.	75@ 76
Southern, trade and	7 50	9 25		Rye	82@ 83
family brands.	4 60	5 40		Barley	48@ 50
Rye Flour, super & extra				Malt.	1 10@ 1 30
Corn Meal, Western and	3 60	4 15		Peas, Canada.	1 05@ 1 30
Southern.					

The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.					EXPORTS FROM NEW YORK.				
1871.	Same	1870.	1871.	1870.	1871.	Same	1870.	1871.	1870.
For the week.	Jan. 1.	1870.	For the week.	Jan. 1.	For the week.	Jan. 1.	For the week.	Jan. 1.	For the week.
Flour, bbls.	71,054	2,450,185	2,664,778	23,169	1,251,396	47,010	1,384,556	47,010	1,384,556
C. meal, "	2,538	142,782	151,567	1,753	90,656	1,352	57,127	1,352	57,127
Wheat, bush.	900,921	14,263,381	14,669,345	755,709	14,068,129	487,925	12,746,896	487,925	12,746,896
Corn, "	628,000	20,173,174	6,163,199	160,708	8,022,847	4,867	312,175	4,867	312,175
Rye, "	93,081	355,256	359,397	64,236	295,468	53,734	65,734	53,734	65,734
Barley, &c	52,060	849,165	1,280,614	...	81,896	...	15,429	...	15,429
Oats, "	337,726	6,777,722	5,680,074	...	19,072	1,750	53,429	...	53,429

The following tables, prepared for THE CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the Grain, in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING SEPTEMBER 16, 1871.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
	(106 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago	28,498	688,513	891,288	78,132	315,840	130,069
Milwaukee	13,639	578,612	13,038	63,396	66,195	22,720
Toledo	20,945	397,231	96,320	103,535	3,260	3,060
Detroit	26,910	251,543	23,720	37,145	2,906	...
Cleveland	5,800*	91,820	1,050	15,600	4,000	350
St. Louis	36,121	189,100	31,235	14,122	40,507	7,314
Duluth	5,200*	61,456	...	...	...	...
Totals	131,103	2,258,254	1,063,251	1,142,930	432,708	163,426
Previous week	146,681	1,937,968	1,433,784	1,161,190	404,399	135,199
Correspond'g week	70	133,251	1,002,839	432,239	421,687	429,747
"	69	128,051	1,813,462	1,337,854	544,225	100,311
"	68	178,511	1,972,493	680,125	831,314	176,994
"	67	171,667	1,833,214	880,224	730,511	385,968

\* Estimated.

COMPARATIVE AGGREGATE RECEIPTS OF Flour and Grain at the same ports from Jan. 1 to September 16, inclusive, for four years.

	1871.	1870.	1869.	1868.
Flour, bbls.	3,353,030	3,708,664	3,454,014	2,894,700
Wheat, bush.	31,749,364	31,713,030	31,425,909	20,282,101
Corn, bush.	43,163,383	40,465,324	22,405,321	28,765,611
Oats, bush.	16,787,039	13,770,955	10,612,400	13,605,013
Barley, bush.	2,585,125	2,526,845	1,136,696	2,691,019
Rye, bush.	1,713,977	988,153	983,457	1,121,409

Total grain, bush. 95,998,888 71,404,367 70,046,723 66,465,153

SHIPMENTS OF Flour and Grain from Chicago, Milwaukee, Duluth, St. Louis, Toledo, Cleveland and Detroit for the week ending September 16, 1871:

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
Week ending Sept. 16	110,491	1,374,233	949,896	648,292	370,470	84,405
Week ending Sept. 9	113,900	1,432,817	1,444,052	1,140,311	261,848	33,866
Week ending Sept. 7	104,827	797,955	607,569	476,659	307,750	35,292
*Week ending Sept. 18	69	14,131	821,884	953,666	402,143	8,614

\* St. Louis not included.

COMPARATIVE SHIPMENTS from the same ports from Jan. 1 to September 16, inclusive, for three years.

	1871.	1870.	1869.	1868.
Flour	2,929,358	2,691,322	3,157,368	...
Wheat	24,286,460	24,288,283	22,933,406	...
Corn	39,184,924	15,777,783	17,910,056	...
Oats	10,652,838	7,912,480	6,411,782	...
Barley	1,387,036	1,400,694	224,103	...
Rye	927,170	1,153,090	616,487	...
Total	76,888,428	50,532,380	48,095,834	...

Note.—St. Louis not included in 1870 and 1869.



outlets supplied, failing to develop more than an ordinary amount of anxiety to realize. Pretty much all styles of Green are very firm; Oolong are well sustained, and medium Japans favor the seller, but we hear a few complaints of the difficulty of working off fine Japans at the rates owners think they should command. There has been about ten thousand more packages Tea received at this port since January 1st than for the corresponding period last year, and with the lots now about due, a fair aggregate supply is available at present, though the assortment could be improved somewhat. Sales of 800 pkgs. Green, and 2,400 do. Oolong. The public sale did not result quite as satisfactorily as hoped for. It was thought that the prices obtained would fix the market for new Japans, and this drew a large and interested attendance of the trade. The opening was a little spirited and pretty full values realized, but a free withdrawal of parcels soon commenced and buyers becoming discouraged the close was tame and doubtful, and no positive result, as far so the general market was concerned, arrived at.

There have been no imports this week. The receipts indirectly have been 3,561 pkgs. by steamer and 2,483 by rail overland.

The following table shows the imports of Tea into the United States (not including San Francisco), from January 1 to date, in 1871 and 1870:

	Black.	Green.	Japan.	Total.
1871 .....	13,824,355	13,775,883	9,295,208	37,895,451
1870 .....	13,244,089	15,39,683	8,979,001	38,062,778

The indirect importations, including receipts by Pacific Mail steamers via Aspinwall, have been 64,744 pkgs. since January 1, against 48,932 last year.

### COFFEE.

We have again to record a dull and somewhat uninteresting general market, without, however, any perceptible loss of strength. Indeed, the extreme firmness of prices in many cases tends largely to check business, as the owners of

FRIDAY EVENING, Sept. 22, 1871.

desirable parcels have the reduced stock so well in hand that they feel no hesitation in naming a value on their goods exceeding anything yet asked, and virtually withdrawing samples for the present. Jobbers have sold out supplies to some extent, and could again add to their assortment advantageously, but they are forced to operate at the moment in view of the slightly modified character of the jobbing inquiry, and prefer holding off to take the chances on a more favorable condition of affairs, when purchases become necessary. Interior buyers have as a rule seemed to feel that caution was necessary on all their movements, but a few have found it possible to calculate a very fair margin on currency prices in view of the advance in gold. Brazil has continued in small supply, the stock here being under control and owners determined not to offer except at the very highest figures ruling, even in some cases where the assortment is very poor and could hardly be made to attract attention except on a bare market. Prices show no further variation, and the position may simply be called firm. The regular Rio Janeiro steamer arrived during the week with 10,000 bags, but no further news calculated to affect the market, the mails merely containing details of previous telegrams. Java sells freely, and commands full former rates, with holders speaking confidently of a still further advance, in view of the control of all the stock here and to arrive. West India goods have been rather dull, but quite firm for all kinds, with a probability that a better assortment would have attracted more demand, though buyers move with caution. Sales reported of 34,176 bags Rio, (part taken some time ago on speculation), 622 bags Ceylon, 1,318 bags Mexican, 725 mats Java, and 600 bags St. Domingo, shipped to Antwerp from first hands. At the close there is a sudden gain of tone to the market for Brazil, owing to more favorable telegrams from Rio Janeiro, announcing a considerable increase on the cost of cargoes laid down here. Holders have advanced prices 4c per lb, gold, on all except prime grades and further withdrawn samples, while buyers show much more anxiety to realize.

Imports of Rio this week have included 10,193 bags per steamer "Merrimack," and 5 600 bags per "Mina." Of other sorts the imports have included 12,986 mats Java per "Alexander." 277 do. do. per "Albucera," 5,582 bags Leguayraj per "John Boulton," 200 bags St. Domingo per "Oliver Cutts," and 425 bags of sundries.

In Bags.	New York.	Philadelp <sup>a</sup> .	Balti <sup>a</sup> .	New Orleans.	Sav <sup>a</sup> & Ga <sup>a</sup> .	Mobile.	veston.	Total.
Stock.	46,580	.....	15,811	.....	4,172	3,000	.....	70,573
Same date 1871.	57,296	.....	27,776	.....	.....	2,840	.....	87,882
Imports.	482,971	14,805	49,714	123,552	48,716	14,940	.....	1,083,762
" In 1870.	499,707	.....	332,195	91,251	20,582	11,712	.....	905,669

Of other sorts the stock at New York, Sept. 21, and the imports at the several ports since January 1, 1871, were as follows:

	(New York)	Boston	Philadelphia	S. S.	
	stock.	import.	import.	import.	import.
In bags.		101,609	50,992	1,362	
Java and Singapore.	7,390	9,006	1,630	....	
Ceylon.	4,248	59,167	....	....	
Maracaibo.	....	37,698	16,816	....	
La Guayra.	562	....	....	....	
St. Domingo.	....	37,081	4,970	....	233
Other.	4,190	53,139	2,025	723	1,811
					7,399
Total.	25,610	293,629	77,990	20,569	1,811
Some time, 1-70.	14,777	225,745	60,063	5,432	4,109
					1,772
					381,782
					297,230

There has been no great amount of animation noticeable on this market, and indeed, if anything, dealers in many cases seem to be rather disappointed at the slow movement of buyers, though a fair offering at auction has undoubtedly had the usual effect to partially check business. Still, we do not discover that there has been any decided loss of tone on the various desirable grades, holders asking full former prices in nearly every instance, and though keeping all

In a general way the position on Raws remains much the same as noted from week to week for some time past, and we have nothing of a very exciting character to advise. Buyers will not take more stock than they can see an early use for, and postpone operations until actual necessity compels purchases and holders finding their supplies comparatively moderate and easy to carry, with no immediate additions of magnitude probable, are indifferent, and for anything really desirable continue to insist upon extreme figures, and offer goods with moderation. During the early portion of the past week the demand from all quarters was extremely moderate, and with the ruling dull tone there was an appearance of weakness, a few of the common sorts, in odd lots, even selling at a slight decline. The supply available, however, at no time proved very large; sellers seemed to feel confident of an improved demand at an early day, and their expectations were subsequently partly realized, the increasing wants of refiners sending them into the market to secure stock. With the better demand came a natural stiffening up of values, and the firmness was further increased by the upward turn on gold. The grocery styles have not been much sought after, and varied but little in value, though, if anything, are not as firm as refining grades. Latterly the general feeling has again become somewhat tame, gold falling off, and the demand not proving as continuous as anticipated, but holders are not greatly inclined to accept concessions, especially on refining stock. Refined has shown some irregularity, with no great gain for either buyer or seller, the market, however closing with a show

of steadiness. The sales of Raw embrace 2,600 hhd. Cuba, 937 hhd. Porto Rico, 887 hhd. Martinique, 80 hhd. St. Croix, 71 hhd. Demerara, 52 hhd. Guadeloupe, 252 hhd. Scotch refined, 128 bags, 14 boxes Laguayra, 4,675 boxes Havana, 1,100 bags Bahia, and 1,647 hhd. Melado.

Imports at New York, and stock in first hands, Sept. 21, were as follows:

	Cuba. bxs.	Cuba. hhd.	P. Rico. hhd.	Other. hhd.	Brazil. bags.	Manila. bags.	elado hhd.
Imports this week .....	8,568	1,182	845	1,910	56,359	57,793	42,247
since Jan. 1 .....	277,611	291,029	33,073	41,461	66,351	271,183	17,731
same time '70 .....	239,535	240,420	31,137	27,604	66,351	271,183	17,731
Stock in first hands .....	37,850	6,150	1,150	1,150	341,686	7,262	523
Same time 1870 .....	206,405	23,053	3,073	3,073	500,727	923	907
" 1869 .....	136,360	10,313	1,013	1,013	332,458	907	907

### MOLASSES.

The market is without any decided improvement on foreign styles, but still appears to have partially lost the previous air of general depression, and to be rather inclining toward a steadier position for the upper grades, with some slight indications that even the inferior sorts are not entirely without friends. Grocers have been looking around, and now and then bought some little stock, the distilling styles have received some attention in bond, and refiners were calling for boiling cargoes, and willing to operate with some show of life on desirable stock. Quotations on the general range remain about as before, but are less of a nominal nature. Domestic stock is in an improved condition as compared with the Summer months, and sellers have a fair advantage. The great bulk of the common and inferior lots are now sold off, reducing the supply some two thousand bbls. since the first of the month, and the cooler weather bringing a better demand, business moves with quite a show of life, and extreme prices can be obtained for any thing really desirable. Holders, however, meet most full bids, as there is still a little too much stock on hand to permit of a decided demand for an advance. About 60c. is the top price for choice, but fancy lots have sold at 30c. per gallon higher. Syrups of all grade in very good demand, and firm. Sugar-house molasses has sold well, the stock is reduced, and prices are firmer at 18c. in hhd., and 22c. in bbls. We note sales of 276 hhd. Cuba Muscovado, 481 hhd. Porto Rico, and 946 bbls. New Orleans.

The receipts at New York, and stock in first hands, Sept. 21, were as follows:

	Cuba. hhd.	P. Rico. hhd.	Demerara. hhd.	Other. hhd.	N. O. bbls.
Imports this week .....	418	89	60	60	60
since Jan. 1 .....	75,317	31,531	2,719	16,535	35,326
same time 1870 .....	75,366	24,186	4,596	14,102	9,145
Stock in first hands .....	2,231	7,423	5,050	5,000	5,000
" same time '70 .....	14,559	3,951	3,837	3,837	3,837
" same time '69 .....	5,393	719	4,602	4,602	4,602

Imports of Sugar & Molasses at leading ports since Jan. 1.

The imports of sugar (including Melado), and of Molasses at the leading ports from January 1, 1871, to date, have been as follows:

	Boxes.		Sugar. Hhds.		Bags.		Molasses. Hhds.	
	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.
New York.....	277,601	239,525	24,052	28,557	583,352	883,236	124,112	121,350
Boston.....	25,102	30,651	75,588	79,191	301,866	115,239	43,364	22,141
Philadelphia.....	25,747	24,431	59,189	59,572	84,796	31,704	77,186	17,976
Baltimore.....	35,191	41,913	100,218	80,381	28,935	25,176	20,790	21,512
New Orleans.....	31,107	27,409	9,630	5,035			376	7,205
Total.....	396,091	317,229	585,957	633,240	999,129	568,615	266,139	280,284

\* Including tierces and barrels reduced to hhd.

### SPICES.

There is really nothing of any general interest to report on this market except to record a continued firm and uniform tone on all the leading grades, and an indifference on the part of holders about operating. The stocks are so well concentrated, and so completely under control, with little or no danger of additions coming to hand to interfere, that holders feel the position to be all their own, and confidently assert that a further advance in prices, even beyond some of the present asking rates, is only a question of time. Nutmegs, Mace, Pepper, and Cassia all rule very stiff, and quotations in some cases are a trifle higher. From store the sales are very fair and quite general, Jobbers reporting business as fully up to an average, and orders still coming to hand, while the prices obtained are in all cases full, and the position throughout showing much strength and uniformity.

### FRUITS, &c.

The market for Layer Raisins the past week has been less active, but they are not less firmly held. The stock now is pretty well reduced of good quality, and no new of account expected to arrive within the next month. Prices rule steady, with sales of choice old at \$3 and new at \$4 per box. Currants have met with a good demand, but the old crop are still freely offered and barely steady in price; the transactions on the spot are at 7½¢ to 7¾¢, and to arrive, on private terms. Sardines are in steady, active demand and firmer, though even at the advance they cannot be imported from France at a profit. The market there is reported advancing with a small catch. Citron is very firm and in good demand with an upward tendency. Turkish Prunes are more quiet than any other article on our list, but a fair jobbing demand is also reported though at easy prices. Nuts are in fair demand, and generally prices are very strong.

The demand for Foreign Green is limited, to small lots of Lemons, from store at \$8 to \$8.50 per box. Cocoanuts are firm and scarce. Carthagea jobbing at \$60 per thousand; other kinds nearly out of market. Aspinwall bananas are selling at \$2 to \$4 per bunch.

Domestic Dried are more active for Apples, and full sales have been made for export to Germany notwithstanding the high rates of freight now ruling. The supply of prime new quarters is small, and these are in demand. The crop accounts from the West are favorable, but the trade are of the opinion that with a short Southern crop, and a good demand for export, prices will rule very high during the winter. Pared Peaches are in fair, steady demand, and firm for choice quality. Unpared are not coming in as yet very freely, and rule strong with a fair demand. Blackberries are held higher, though we hear of no advance being paid. Cherries are scarce and higher. Plums very firm. Peanuts are in steady though rather limited demand. The stock is not large, but the smaller holders are free sellers.

Domestic Green Apples are in good supply and moderately cheap; sales of best at \$3.50 to \$4 per bbl. Pears are in good supply and sell fairly if prime. Bartlett's, \$1.25 to \$1.50, and Duchess, \$9 to \$10 per bbl.

Grapes are abundant and dull, the finest will bring only 12c. per lb., while fair sell down to 6c. per lb. Peaches are about through coming in, a few

choice whites sell at \$4 to \$4.50 per basket. Plums are firm and not plenty, though not active; sales at \$9 to \$13 per bbl., as to quality.

### ADVICES FROM PRODUCING MARKETS.

**Tea.**—From the circular of Messrs. Olyphant & Co., we learn from Shanghai, Aug. 3, that the finest quality of "Pingsays" have been in good demand, and at higher prices, medium grades remaining about the same. Settlements sum up 16,052 half chests for the fortnight.

**FOOCHOW.**—The transactions in Oolongs were only about 2,200 half chests, but holders were still firm; the fine lines of teas coming in at the time not shown on the market.

**AMOY.**—The brisk inquiry which had been ruling was checked by all the vessels on the berth being filled, and a decline of \$2 to \$3 per picul was now quoted, although settlements were still in excess of receipts, and no stock of Oolongs on hand; total contracts were 81,530 half chests.

**YOKOHAMA.**—Large transactions have taken place, and a slight concession in prices of good medium teas is now quoted. Choice kinds are very firm and in no stock.

### SEASON 1871-72—VESSELS SAILED AT LATEST DATES.

Date.	Vessel.	From.	Black.	Green.	Japan.	Total.
July 17.	Sir Lancelot.	Foochow.	1,019,129	13,417	.....	1,032,546
July 21.	Arden.	Amoy.	400,774	.....	.....	400,774
" 22.	Sir Harry Parkes.	Hong Kong.	14,000	11,500	.....	25,500
" 23.	Angala.	Hong Kong.	87,397	.....	.....	87,397
Aug. 1.	St. Wm. Miller.	Amoy.	690,313	.....	.....	690,313
" 19.	Inverary.	Yokohama.	.....	324,149	.....	324,149

**Rio Coffee.**—The regular American mail brings market reports dating Aug. 23, 1871. The transactions for two preceding days amounted to 26,700 bags, in most cases holders obtaining their asking price, and at the close quotations were again raised about 100 rs. Total sales since July 25 were:

For United States .....	bags.	129,200
For Europe .....	bags.	90,500

Stock consisted of about 90,000 bags; daily receipts averaged 8,000 bags. Freights had been very active during the month; rates had advanced fully 15s. per ton, and there were no small vessels to charter, and but few of larger tonnage; the market therefore closed very firm.

Vessels sailed since July 25 .....	bags.	78,891
" cleared and ready .....	bags.	23,701
" loading or about to load .....	bags.	2,200

Messrs. Wright & Co.'s telegram, dated Rio de Janeiro, September 3, 1871, states:

Sales of Coffee for United States since 23d ult. ....	bags	43,000
Shipments of Coffee to United States .....	bags	51,000
Loading for United States .....	bags	36,000
Stock at date .....	bags	65,000

Fx change, 2½d.  
Average clearance of Coffee for three months, 96,000 bags.

### PRICES CURRENT.

The Following are Ruling Quotations in First Hands On the Purchase of Small Lots Prices are a Fraction Higher.

#### Tea.

	Duty paid.		Duty paid.
Hysen, Common to fair .....	40 @ 55	H. Sk. & Tw'ky Ex. f. to finest	55 @ 60
do Superior to fine .....	60 @ 75	Uncl. Japan, Com. to fair .....	55 @ 60
do Ex. fine to finest .....	80 @ 115	do Sup'r to fine .....	60 @ 75
Young Hysen, Com. to fair .....	40 @ 55	do Ex. f. to finest .....	75 @ 80
do Superior to fine .....	60 @ 80	Oolong, Common to fair .....	40 @ 55
do Ex. fine to finest .....	80 @ 115	do Superior to fine .....	60 @ 75
Gunp. Imp. Com. to fair .....	40 @ 55	do Ex. fine to finest .....	75 @ 80
do Sup'r to fine .....	60 @ 80	Soucc. & Cong. Com. to fair .....	40 @ 55
do Ex. fine to finest .....	80 @ 115	do Sup'r to fine .....	60 @ 75
Hysen Sk. & Tw. C. to fair .....	40 @ 55	do Ex. f. to finest .....	75 @ 80
do Sup'r to fine .....	60 @ 80		

#### Coffee.

Rio Prime, duty paid .....	gold. 16½ @ 17	Native Ceylon .....	gold. 16 @ 17½
do good .....	gold. 16½ @ 16½	Maracalbo .....	gold. 15 @ 17½
do fair .....	gold. 15½ @ 15½	Laguayra .....	gold. 15 @ 16½
do ordinary .....	gold. 15 @ 15½	St. Domingo .....	gold. 10 @ 10½
Java, mats and bags .....	gold. 21 @ 22	Jamaica .....	gold. 15 @ 17
" Brown .....	22 @ 23		

#### Sugar.

Cuba, inf. to com. refining .....	3¼ @ 3½	Hav'a, Box, D.S. Nos. 19 to 20 ..	12½ @ 13
do fair to good refining .....	2¼ @ 2½	Havana, Box, white .....	12 @ 13
do prime .....	3¼ @ 3½	Porto Rico, refining grades .....	8 @ 9½
do fair to good grocery .....	9½ @ 10½	do grocery grades .....	9½ @ 11
pr. to choiced grocery .....	10½ @ 11½	Brazil, bags .....	8 @ 9½
do centrifugal, hhd. & bxs. ....	9½ @ 11½	Manila, bags .....	7½ @ 9
do Melado .....	4½ @ 7½	White Sugars, A .....	12½ @ 12½
do molasses .....	8 @ 9½	do do B .....	12½ @ 12½
Hav'a, Box, D. S. Nos. 7 to 8 ..	28 @ 30	do do extra C .....	12½ @ 12½
do do .....	10 to 12 ..	Yellow sugars .....	11½ @ 12
do do do 13 to 15 ..	10½ @ 11½	Crushed and granulated .....	13 @ 13½
do do do 16 to 18 ..	11½ @ 12½	Powdered .....	13 @ 13½

#### Molasses.

New Orleans new .....	* gall. 40 @ 60	Cuba Clayed .....	34 @ 35
Porto Rico .....	38 @ 58	Cuba centrifugal .....	21 @ 23
Cuba Muscovado .....	57 @ 45	English Islands .....	35 @ 45

#### Rice.

Rangoon, dressed, gold in bond 3¼ @ 3½	Carolina .....	8½ @ 10
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#### Spices.

Cassia, in cases .....	gold lb. 36 @ 38	Pepper, in bond .....	(gold) 11½ @ 12½
Cassia in mats .....	do 36 @ 38	do Singapore & Sumatra ..	16½ @ 17½
Ginger, Race and Af (gold) ..	10½ @ 11	Pimento, Jamaica .....	(go. d) 8½ @ 9
Mace .....	1 45 @ 50	do in bond .....	10 @ 11
Nutmegs casks .....	97½ @ 1 00	Cloves .....	do 11 @ 11½
do cases Penang .....	97½ @ 1 00	do in bond .....	6½ @ 6¾

#### Fruits and Nuts.

Raisins, Seedless, new * mat. 5	60 @ 575	Brazil Nuts .....	..... @ 9
do Layer, 1870, * box ..	2 90 @ 3 00	Filberts, Sicily .....	10½ @ 11
do Sultana, * B .....	18 @ 19	do Barcelona .....	9½ @ 10
do Valencia, * B .....	18 @ 19	African Peanuts .....	6½ @ 70
do London Layer .....	3 00 @ 3 25	Walnuts, Bordeaux .....	10 @ 11½
Currants, new .....	* B .....	Macaroni, Italian .....	13 @ 13½
Citron, Lephorn (new) .....	47 @ 48	Sire Crack, best No 1 * box ..	8 @ 8½
Prunes, French .....	7½ @ 8	Apples, State .....	* B .....
Prunes, Turkish .....	7½ @ 8	do Western .....	..... @ 17
Prunelles .....	16 @ 17	do Southern, common ..	5 @ 6
Dates .....	7½ @ 8	do prime .....	5 @ 6
Figs, Smyrna .....	13 @ 20	do sliced .....	7½ @ 9
Cherries German .....	7 @ 7½	Peaches, pared .....	15 @ 18
Canton Ginger, case .....	9 00 @ 10	do unpared, qrs & hlv ..	6 @ 7
Almonds .....	17 @ 17½	Blackberries .....	8½ @ 9½
do Tarragona .....	17 @ 17½	Cherries pitted .....	19 @ 21
do Ivica .....	16½ @ 17	Pecan Nuts .....	* B .....
do Sicily, soft shell .....	15 @ 16	Hickory Nuts .....	* B .....
do Shelled, Sicily .....	32 @ 34	Peanuts, Va, g'd to fncy do	2 50 @ 2 75
do paper shell .....	29 @ 30	do com. to fair do .....	1 75 @ 2 25
Sardines .....	* hf. box. 83 @ 84	do Wm. g'd to best do ..	..... @ 2
Sardines .....	* gr. box. 22½ @ 23		

#### Grocers' Drugs and Sundries.

Alum .....	2½ @ 3	Sic. Licorice .....	15 @ 16
Bi-Carb. Soda (Eng.) .....	5¼ @ 5½	Calabra, imitation .....	38 @ 46
Borax .....	30 @ 31	" genuine .....	38 @ 46
Sal Soda, Cask .....	2½ @ 3	Madder .....	gold .....
Salphur .....	8 @ 9	Indigo, Madras .....	gold 1 00 @ 1 07½
Saltpetre .....	8 @ 17	do Manila .....	gold 1 00 @ 1 05
Coppers .....	1½ @ 1½	Cardage, Manila, 4 and 5 ..	18 @ 19
Camphor, in bbls. ....	75 @ 76	do do Large sizes .....	16 @ 17
Castile Soap .....	22½ @ 23	Sisal .....	16 @ 17
Essom Salts .....	2½ @ 3		





## Texas Bankers.

**T. H. McMahan & Co.,**  
Bankers,  
And Dealers in Foreign and Domestic Exchange,  
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We have prompt and reliable correspondents at all the principal points throughout this State, and upon all collections payable in this City or Houston, make no charge for collecting, and only actual charge upon interior collections. Immediate and prompt attention given to all business entrusted to us. Refer to N. Y. Park Bank, Howes & Macy, and Spofford Tilston & Co., N. Y., 2d Nat. Bank, Boston, Pike Lepeyre & Bro., N. O., Drexel & Co., Phila.

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O. LAUVE, Secretary, ALPHONSE LAUVE, Cashier.  
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**First Class** - - - - - \$125 to \$150  
**Steerage** - - - - - \$60

According to location of berth  
There rates include berths, board, and all necessities for the trip.

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Steamers of the above line leave PIER No. 42 NORTH RIVER, foot of Canal Street, at 12 o'clock, noon,  
**On 15th and 30th of Each Month**  
except when those days fall on Sunday, then the day previous.  
One hundred pounds baggage free to each adult. Medicine and attendance free.  
Departure of 15th touches at KINGSTON, Ja.  
Steamer will leave San Francisco 1st every month for China and Japan.  
For freight or passage tickets, and all further information, apply at the Company's ticket office on the wharf, foot of Canal St.  
**P. R. BABY, Agent.**

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**CARRYING THE UNITED STATES MAIL.**

THE LIVERPOOL AND GREAT WESTERN STEAMSHIP COMPANY will dispatch one of their first class full-power iron screw steamships from  
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NEVADA, Captain Forsyth, Sept. 27, at 3 P.M.  
WYOMING, Capt. Winter, Oct. 4, at 8 A.M.  
MINN-SOTA, Capt. T. W. Freeman, Oct. 11, at 3 P.M.  
IDAHO, Capt. Price, Oct. 18, at 8 A.M.  
MANHATTAN, Captain J. B. Price, Oct. 20, at 8 A.M.  
COLUMBIA, Capt. T. F. Freeman, Oct. 25, at 8 A.M.  
WISCONSIN, Capt. Williams, Nov. 1, at 8 A.M.

Cabin passage, \$30 gold.  
Steerage passage, (Office No. 39 Broadway) \$30 currency.  
For freight or cabin passage apply to  
**WILLIAMS & GUION, No. 65 Wall-st.**

**GREAT**  
**SOUTHERN MAIL ROUTE**  
**TO**  
**NEW ORLEANS, MEMPHIS, AND**  
**MOBILE—ALL RAIL.**



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At 8.40 A.M. for RICHMOND, and Points on the Coast  
At 9.30 P.M. from foot of Cortlandt street, via New York and Philadelphia Lines, by GREAT SOUTHERN MAIL ROUTE TRAIN, for Richmond, New Orleans, Mobile, Memphis, Chattanooga, Nashville, Atlanta, Macon, and intermediate points.

STATIONS.	Miles.	Go's SOUTH.	Go's NORTH.
NEW YORK.....	0	Time.	Time.
WASHINGTON.....	228	6.53 a.m.	9.06 p.m.
GORDONSVILLE.....	324	12.55 p.m.	12.45 p.m.
BRISTOL.....	410	6.00 a.m.	7.28 p.m.
KNOXVILLE.....	541	1.14 p.m.	11.15 a.m.
CLEVELAND.....	623	5.55 p.m.	6.27 a.m.
CHATTANOOGA.....	650	8.60 p.m.	4.45 a.m.
NASHVILLE.....	1001	Ar. 5.00 a.m.	6.00 p.m.
CORINTH.....	1066	Ar. 9.00 a.m.	5.44 p.m.
GRAND JUNCTION.....	1153	Ar. 11.52 a.m.	8.30 p.m.
MEMPHIS.....	1159	Ar. 2.55 p.m.	12.15 p.m.
JACKSON.....	1319	Ar. 12.45 p.m.	12.57 p.m.
ATLANTA.....	932	Ar. 3.35 a.m.	7.25 p.m.
MACON.....	1065	Ar. 1.40 p.m.	7.53 a.m.
MONTGOMERY.....	1127	Ar. 8.00 p.m.	5.30 a.m.
MOBILE.....	1352	Ar. 8.00 a.m.	5.30 p.m.
NEW ORLEANS.....	1502	Ar. 10.10 a.m.	1.40 p.m.

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General Eastern Passenger Agent.

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ept. 17, at 3 P.M.

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Oct. 11, at 3 P.M.

Oct. 18, at 8 1/2 A.M.

Oct. 25, at 3 1/2 A.M.

Nov. 1, at 8 1/2 A.M.

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Richmond, New

Annapolis, Nashville

points.

UTH. 60° NORTH

Time.

p.m. Ar. 6.19 a.m.

a.m. " 9.08 a.m.

p.m. " 12.45 p.m.

a.m. " 7.28 a.m.

p.m. " 11.15 a.m.

a.m. " 6.37 a.m.

p.m. " 4.45 a.m.

a.m. " 6.00 p.m.

a.m. " 5.44 p.m.

p.m. " 3.30 p.m.

p.m. " 12.15 p.m.

p.m. " 4.31 p.m.

a.m. " 7.25 p.m.

p.m. " 5.45 a.m.

a.m. " 5.30 p.m.

a.m. " 1.10 a.m.

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Ornamental

Roots.

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Wholesale. Price

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Rochester, N.Y.

## Insurance OFFICE OF THE ATLANTIC Mutual Insurance Co.

New York, January 26, 1871.

The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1870:

Premiums received on Marine Risks, from  
1st January, 1870, to 31st December, 1870, \$5,270,690 09  
Premiums on Policies not marked off 1st  
January, 1870, 2,155,733 61  
Total amount of Marine Premiums, \$7,426,423 73

No Policies have been issued upon Life  
Risks nor upon Fire Risks disconnected  
with Marine Risks.  
Premiums marked off from 1st January,  
1870, to 31st December, 1870, \$5,332,738 55  
Losses paid during the same  
period, \$2,253,590 39

Returns of Premiums  
and Expenses, \$1,063,263 57

The Company has the following Assets, viz:  
United States and State of New York  
Stock, City, Bank and other Stocks, \$3,843,740 00  
Loans secured by Stocks, and otherwise, 2,377,330 00  
Real Estate and Bonds and Mortgages, 217,500 00  
Interest and sundry notes and claims due  
the Company, estimated at, 339,332 03  
Premium Notes and Bills Receivable, 2,089,915 55  
Cash in Bank, 316,125 45  
Total amount of Assets, \$14,188,963 43

Six per cent interest on the outstanding certificates  
of profits will be paid to the holders thereof, or their  
legal representatives, on and after Tuesday, the  
Seventh of February next.

The outstanding certificates of the issue of 1867 will  
be redeemed and paid to the holders thereof, or their  
legal representatives, on and after Tuesday, the Seventh  
of February next, from which date all interest there-  
on will cease. The certificates to be produced at the  
time of payment and cancelled. Upon certificates  
which were issued (in red scrip) for gold premiums,  
such payment of interest and redemption will be in  
gold.

A dividend of THIRTY-FIVE Per Cent is declared  
on the net earned premiums of the Company, for the  
year ending 31st December, 1870, for which certificates  
will be issued on and after Tuesday, the Fourth of  
April next.

By order of the Board,

J. H. CHAPMAN, Secretary.

### TRUSTEES:

J. D. Jones,  
Charles Dennis,  
W. H. H. Moore,  
Henry Coit,  
Wm C. Pickersgill,  
Lewis Curtis,  
Charles H. Russell,  
Levell Holbrook,  
B. Warren Weston,  
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Western, fair ..... 16 @ 16

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Factory fair ..... 10 @ 10 1/2

Farm dairies, prime ..... 11 @ 12

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Farm dairies, common ..... 9 1/2 @ 10 1/2

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Balsam Peru ..... 30 @ 30

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Black soda, N. castle ..... 4 45 @ 4 62 1/2

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50 William St.**The Liverpool & London  
& Globe Ins. Co.**Assets Gold, \$20,000,000**Assets in the**U. States 3,000,000.**45 William St.***FIRE INSURANCE.****NORTH AMERICAN****Fire Insurance Company****OFFICE 192 BROADWAY.**

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**Cooper Institute & 1429 Broadway.**

INCORPORATED 1823.

CASH CAPITAL - - - - \$500,000 00  
SURPLUS - - - - - 295,237 93  
Cash Capital and Surplus, July 1, 1869,  
\$795,237 93.

Insures Property against Loss or Damage by Fire at

usual rates.

Policies issued and Losses paid at the Office of the

Company, or at its various Agencies in the principal

cities of the United States.

R. W. BLECKER, President.

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F. H. CARTER, Secretary,

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